# **Master Minimum Equipment List**

Revision: 18c Date: 06/22/2012

## **BOEING 777**

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#### FEDERAL AVIATION ADMINISTRATION

### MASTER MINIMUM EQUIPMENT LIST

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# (BOEING B-777)

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#### Highlights of Change

EFFECTIVE ABOVE DATE, the Boeing 777 Master Minimum Equipment List has been revised. The changes in this revision were made to correct an error in the previous revision. All changes are reflected in the highlights of change listed below and are indicated by revision bars in the associated ATA section. For any change affecting an ATA section, all pages in that associated ATA section are re-dated accordingly, with the exception of nomenclature changes for ATA chapter headings.

#### ATA 26 FIRE PROTECTION

Item -23-01: Corrected typographical error in proviso a) of sub item -03.

# FEDERAL AVIATION ADMINISTRATION MASTER MINIMUM EQUIPMENT LIST

(BOEING B-777)

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#### **Definitions**

The Definitions are as published in FAA Policy Letter 25.

#### Preamble

The Preamble is as published in FAA Policy Letter 34.

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FEDERAL AVIATION ADMINIST	RATI	ON		MASTER MIN	NIMUM EQUI	PMENT LIST	
AIRCRAFT:				REVISION NO:	18b	PAGE:	
BOEING B-7	//				DATE: 06/13/201	2	21-1
SYSTEM &	1.	2.	NUME	BER INS	ΓALLED		
SEQUENCE ITEM			3.	NUMBE	R REQUIRED FO	R DISPATCH	I
NUMBERS				4. R	EMARKS OR EXC	CEPTIONS	
21 AIR CONDITIONING							
-00-01 Environmental Control System Miscellaneous Cards (ECSMC)							
-00-01-01							
Passenger	C	2	1	a) b) c)	One may be inoped Associated ECSI Both ARINC Sign opposite cardfile Opposite equipm operates normall Opposite equipm operates normall Opposite lavatory normally, One pack operate For FCAC installed inoperative, FCA	MC is deactive and Gateway of operate norment cooling or y, the cooling single of the co	ated, cards in the hally, controller upply fan cerates and ECSMC
-00-01-02 777F	С	2	1	a) b) c) d)	e may be inoperat Associated ECSI Both ARINC Sigr opposite cardfile Opposite equipm operates normall Opposite equipm operates normall Opposite lavatory normally, One pack operate Both engine blee normally.	MC is deactive and Gateway of operate norment cooling of y, ent cooling sity, y/galley fan opes normally, a	cards in the nally, controller upply fan perates
-24-01 Gasper Fan *** (Passenger)	D	1	0	(M) Ma	y be inoperative d	eactivated.	

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AIRCRA					REVISION NO: 18b PAGE:
,	BOEING B-7	777			DATE: 06/13/2012 21-2
SYSTEM	1 &	1.	2.	NUM	BER INSTALLED
SEQUEN	NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	<b>45</b>				4. REMARKS OR EXCEPTIONS
21 AIR (	CONDITIONING				
-25-01	Recirculation Fans				
-25-01-0	01				
	Passenger	С	4	0	(M)(O) May be inoperative provided associated recirculation fan is deactivated.
-25-01-0	02				
	777F	С	2	0	(M)(O) May be inoperative provided:  a) Associated recirculation fan is
					deactivated, and
					<ul> <li>b) Both engine bleed systems operate normally.</li> </ul>
-26-01	Lavatory/Galley Ventilation Fans	С	2	1	(M) One may be inoperative deactivated provided the opposite ECSMC operates normally.
-26-02 ***	Chiller Boost Fan (Passenger)	С	1	0	(M) May be inoperative deactivated.
-26-03	Bulk Cargo Ventilation Fan				
-26-03-0	01				
	With Chiller Boost Fan Installed	С	1	0	(M) May be inoperative provided: a) Bulk cargo ventilation fan is deactivated,
					and b) Chiller boost fan is deactivated.
-26-03-0	02				
	Without Chiller Boost Fan Installed	С	1	0	(M) May be inoperative provided bulk cargo ventilation fan is deactivated.
-26-04 ***	Cabin Smoking Area Ventilation Exhaust Valves	D	-	0	(M) May be inoperative deactivated closed.

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AIRCRA					REVISION NO: 18b PAGE:
	BOEING B-	777			DATE: 06/13/2012 21-3
SYSTEM	1 &	1.	2.	NUM	BER INSTALLED
SEQUE!	NCE TIEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	KS				4. REMARKS OR EXCEPTIONS
21 AIR	CONDITIONING				
-26-05 ***	Forward Cargo Air Conditioning (FCAC) Exhaust Fan				
-26-05 <i>A</i>	1	С	1	0	(M) May be inoperative deactivated.
-26-05E	3	D	1	0	(M) May be inoperative deactivated provided FCAC remains off.
-26-06	DELETED (Chiller Exhaust System)				Revision 18 deleted item.
-26-07	Lavatory/Galley Ventilation Shutoff Valve (777F)	С	1	0	(M) May be inoperative provided:  a) Valve is deactivated open, and b) Flight is conducted pressurized.
-26-08	Alternate Ventilation System Fan (777F)	С	1	0	(M) May be inoperative provided:  a) Fan is deactivated, and b) Flight is conducted pressurized.
-26-09	Alternate Ventilation System Shutoff Valves (777F)	С	2	0	(M) May be inoperative provided:  a) Associated valve is deactivated closed, and  b) Flight is conducted pressurized.
-26-10	Alternate Ventilation System ALTN VENT Switch (777F)	С	1	0	May be inoperative provided flight is conducted pressurized.
-27-01	Equipment Cooling Air Filter	С	1	0	(M) May be operated with filter removed.
-27-02	Equipment Cooling Supply Fans	С	2	1	<ul> <li>(M) One may be inoperative deactivated provided:</li> <li>a) Opposite ECSMC operates normally,</li> <li>b) Both override valve motors operate normally,</li> <li>c) Both equipment cooling controllers operate normally, and</li> <li>d) Flight is conducted pressurized.</li> </ul>

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AIRCRA						REVISION NO: 18	b	PAGE:
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0)/0751		1.	2.	NUMI	BER INS			
SYSTEM SEQUEN	ICE ITEM			3.	NUMBE	R REQUIRED FOR D	ISPATCH	
NUMBER	RS				4. F	EMARKS OR EXCER	PTIONS	
21 AIR (	CONDITIONING		-					
-27-03	Equipment Cooling Override Valve Motors	С	2	1	provide	Both equipment cool operate normally, an	ling supply id	fans
-27-04	Equipment Cooling Low Flow Sensors							
-27-04-0	01							
	Passenger	С	2	1	(M) On	e may be inoperative	deactivate	d.
-27-04-0	)2 777F							
-27-04-0								
	Main Equipment Center Low Flow Sensor	С	1	0	(M) Ma a) b)	y be inoperative provi Sensor is deactivate Flight deck low flow normally.	d, and	erates
-27-04-0	)2-02							
	Flight Deck Low Flow Sensor	С	1	0	(M) Ma a) b) c)	y be inoperative proving Sensor is deactivate Main equipment cen operates normally, a Equipment cooling the considered inoperations.	d, ter low flov ind nree-way v	
-27-05	Equipment Cooling Vent Fan	С	1	0		y be inoperative proving Fan is deactivated, a For ground operation degrees C or higher, selected on or airpla conditioned air.	and ns with OA , both pack	s are

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				IN	MASTER MINIMUM EQUIPMENT LIST
	AVIATION ADMINIST	RAII	ION		DEVISION NO. 495 DACE.
AIRCRAFT	BOEING B-7	777			REVISION NO: 18b PAGE:
			ı		DATE: 06/13/2012 21-5
SYSTEM 8	11 - 1/4	1.	2.		BER INSTALLED
SEQUENC NUMBERS	E			3.	NUMBER REQUIRED FOR DISPATCH
04 AUD 00					4. REMARKS OR EXCEPTIONS
21 AIR CC	ONDITIONING				
	Equipment Cooling /ent Valve				
-27-06-01					
Р	Passenger	С	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Valve is deactivated closed,</li> <li>b) Equipment cooling vent fan is deactivated,</li> <li>c) For ground operations with OAT 30 degrees C or higher, both packs are selected on or airplane is supplied with conditioned air, and</li> <li>d) For FCAC installed, FCAC exhaust fan is deactivated.</li> </ul> </li> </ul>
-27-06-02					
7	777F	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Valve is deactivated closed,</li> <li>b) FCAC exhaust fan is deactivated, and</li> <li>c) For ground operations with OAT 30 degrees C or higher, both packs are selected on or airplane is supplied with conditioned air.</li> </ul>
	orward Cargo Heat /alve	С	1	0	(M) May be inoperative deactivated closed.
	Equipment Cooling Controllers	C	2	1	Left controller may be inoperative provided:  a) Right equipment cooling supply fan operates normally, b) Right ECSMC operates normally, c) Both override valve motors operate normally, and d) Flight deck low flow detector operates normally.

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		1.	2.	NUME	BER INSTALLED
SYSTEM SEQUE		••		3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	RS				4. REMARKS OR EXCEPTIONS
21 AIR (	CONDITIONING				
-27-09 ***	SATCOM Backup Cooling Fans (Passenger)				
-27-09A		С	-	0	(M) May be inoperative deactivated provided both lavatory/galley ventilation fans operate normally.
-27-09E	3	С	-	0	<ul> <li>(M)(O) May be inoperative deactivated provided:</li> <li>a) SATCOM remains off,</li> <li>b) Alternate procedures are established and used, and</li> <li>c) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul>
-27-090		D	-	0	(M) May be inoperative deactivated provided procedures do not require the use of SATCOM.
-27-10 ***	In-Flight Entertainment System (IFES) Equipment Cooling Fan				
-27-10-0	O1 All	D	-	0	(M) May be inoperative provided IFES is deactivated.
-27-10-0	02 STC ST02657NY-D	С	2	1	(M)(O) May be inoperative provided:  a) Inoperative fan is deactivated, and b) Remaining fan is verified to operate normally once each flight day.

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BOLING B-7	,,			DATE: 06/13/2012 21-7
1 &	1.	2.	NUME	BER INSTALLED
NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
<b>NO</b>				4. REMARKS OR EXCEPTIONS
CONDITIONING				
In-Flight Entertainment System (IFES) Equipment Cooling Smoke Detector				
	D	2	1	
3	D	-	0	(M) May be inoperative provided IFES is deactivated.
Equipment Cooling Duct Pressure Sensors	С	4	0	May be inoperative provided both equipment cooling low flow sensors operate normally.
Equipment Cooling Divert Valve	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Valve is deactivated closed,</li> <li>b) Equipment cooling vent fan is deactivated, and</li> <li>c) For ground operations with OAT 30 degrees C or higher, both packs are selected on or airplane is supplied with conditioned air.</li> </ul>
Equipment Cooling Inboard Valve				
01				
Passenger	С	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Valve is deactivated closed,</li> <li>b) Equipment cooling vent fan is deactivated, and</li> <li>c) For ground operations with OAT 30 degrees C or higher, both packs are selected on or airplane is supplied with conditioned air.</li> </ul> </li> <li>(Continued)</li> </ul>
	AL AVIATION ADMINIST IFT: BOEING B-7  I & ITEM RS  CONDITIONING  In-Flight Entertainment System (IFES) Equipment Cooling Smoke Detector  A  B  Equipment Cooling Duct Pressure Sensors  Equipment Cooling Divert Valve  Equipment Cooling Divert Valve	AL AVIATION ADMINISTRATION.  FT:  BOEING B-777  A & ITEM RS  CONDITIONING  In-Flight Entertainment System (IFES) Equipment Cooling Smoke Detector  A D  Equipment Cooling Duct Pressure Sensors  Equipment Cooling Divert Valve  Coling Inboard Valve  Coling Inboard Valve	AL AVIATION ADMINISTRATION  FT:  BOEING B-777   A & ITEM RS  CONDITIONING  In-Flight Entertainment System (IFES) Equipment Cooling Smoke Detector  A D 2  Equipment Cooling C 4  Duct Pressure Sensors  Equipment Cooling C 1  Divert Valve  Equipment Cooling C 1  Equipment Cooling C 1	BOEING B-777  I. 2. NUME RS  CONDITIONING  In-Flight Entertainment System (IFES) Equipment Cooling Smoke Detector  A D 2 1  B D - 0  Equipment Cooling C 4 0  Duct Pressure Sensors  Equipment Cooling C 1 0  Divert Valve  Colling C 1 0

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	1		DATE: 06/13/2012 21-8
SYSTEM & ITEM	2.		BER INSTALLED
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING			
-27-14 Equipment Cooling  *** Inboard Valve (Cont'd)			
-27-14-02			
777F C	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Valve is deactivated closed, and</li> <li>b) For ground operations with OAT 30 degrees C or higher, both packs are selected on or airplane is supplied with conditioned air.</li> </ul>
-27-15 Equipment Cooling Three-Way Valve (777F)			
-27-15-01			
Without PRR 62273 C or Production Equivalent Incorporated	1	0	(M)(O) May be inoperative provided:  a) Valve is deactivated closed, and b) Procedures are established and used to verify main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.
			NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
-27-15-02 With PRR 62273 or C	1	0	(M)(O) May be ineperative provided:
Production Equivalent Incorporated			<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Valve is deactivated open, and</li> <li>b) Both packs are operated continuously while valve is deactivated open.</li> </ul>

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SYSTEM	1 &	1.	2.	NUME	BER INSTALLED
SEQUE	NCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	KS				4. REMARKS OR EXCEPTIONS
21 AIR	CONDITIONING				
-27-16	Flight Deck Equipment Cooling System (777F)	С	1	0	(M)(O) May be inoperative provided:  a) Equipment cooling three-way valve is deactivated closed, and  b) Procedures are established and used to verify main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
-28-01 ***	Forward Cargo Air Conditioning (FCAC) Shutoff Valve (Passenger)	D	1	0	(M) May be inoperative provided:  a) Valve is deactivated closed, and b) FCAC remains OFF.
-28-02	FCAC Flow Regulating Valve (777F)	С	1	0	(M) May be inoperative provided:  a) Valve is deactivated closed, and b) FCAC remains OFF.
-28-03 ***	ACAC Flow Regulating Valve (777F)	С	1	0	(M) May be inoperative provided:  a) Valve is deactivated closed, and b) ACAC is not operated in AUTO.
-28-04 ***	ACAC Exhaust Shutoff Valve (777F)	С	1	0	(M) May be inoperative provided:  a) Valve is deactivated closed, and b) ACAC is not operated in AUTO.
-29-01 ***	Lower Lobe Attendant Rest (LLAR) Shutoff Valve	С	1	0	(M)(O) May be inoperative provided:  a) Valve is deactivated closed, and b) LLAR is deactivated closed.  NOTE: These provisions are not intended to prohibit LLAR inspections by crewmembers.

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	RTMENT OF TRANS			N		MASTER MI	NIMUM EQUI	PMENT LIST
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SYSTEM &	ITCA A	1.	2.	NUME	BER INS	TALLED		
SEQUENCE NUMBERS	ITEM			3.	NUMBE	R REQUIRED FO	R DISPATCH	1
NOMBLING					4. R	EMARKS OR EX	CEPTIONS	
21 AIR CON	NDITIONING							
*** (MI Flig	ain Deck Crew Rest DCR)/Main Deck ght Crew Rest DFCR) Shutoff Ive	С	1	0	a) b)	y be inoperative p Valve is deactive MDCR/MDFCR These provisions prohibit MDCR/M crewmembers.	ated closed, a is deactivated are not intended	closed.  ded to
	ain Deck Crew Rest DCR) Exhaust Ive	С	1	0	a) b)	y be inoperative parting is deactive MDCR is deactive. These provisions prohibit MDCR in crewmembers.	ated closed, a vated closed.	
*** Cre Sup (Ind	rerhead Flight ew/Attendant Rest pply Shutoff Valves cludes FSI stallation)							
-29-04-01								
	rerhead Flight Crew est (OFCR)	С	1	0	a) b)	y be inoperative process. OFCR supply she closed, and OFCR is deactive. These provisions prohibit OFCR in crewmembers.	nutoff valve is vated closed.  s are not intended.	
-29-04-02								
Atte	rerhead Flight rendant Rest FAR)	С	1	0	a) b)	y be inoperative por OFAR supply she closed, and OFAR is deactive. These provisions prohibit OFAR in crewmembers.	autoff valve is or rated closed.	

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SYSTEM	11 - 1/1	1.	2.	NUME	BER INSTALLED
SEQUEI NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH
21 AIR	CONDITIONING				4. REMARKS OR EXCEPTIONS
-29-05 ***	Overhead Flight Crew/Attendant Rest Exhaust Valves (Includes FSI Installation)				
-29-05-	01				
	Overhead Flight Crew Rest (OFCR)	С	1	0	<ul><li>(M) May be inoperative provided:</li><li>a) OFCR exhaust valve is deactivated closed, and</li><li>b) OFCR is deactivated closed.</li></ul>
					NOTE: These provisions are not intended to prohibit OFCR inspections by crewmembers.
-29-05-	Overhead Flight Attendant Rest (OFAR)	C	-	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) OFAR exhaust valve(s) is deactivated closed, and</li> <li>b) OFAR is deactivated closed.</li> <li>NOTE: These provisions are not intended to prohibit OFAR inspections by crewmembers.</li> </ul>

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SYSTEN SEQUE	11 - 1/1	1.	2.	<del></del>	BER INSTALLED
NUMBE				3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
21 AIR (	CONDITIONING				4. REWARKS OR EXCEPTIONS
21 7 (11)					
-29-06 ***	Overhead Flight Crew Rest Supply Shutoff Valves (Taxi, Takeoff & Landing Installation)	С	2	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Associated valve is deactivated closed, and</li> <li>b) Associated crew rest is deactivated closed.</li> </ul> </li> <li>NOTE: These provisions are not intended to prohibit crew rest inspections by crewmembers.</li> </ul>
00.00	0.4				
-29-06-	01 Primary	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Valve is deactivated closed,</li> <li>b) Left air conditioning pack operates normally, and</li> <li>c) Secondary supply shutoff valve operates normally.</li> </ul>
-29-06-	02				
	Secondary	С	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Valve is deactivated closed,</li> <li>b) Primary supply shutoff valve operates normally,</li> <li>c) Left air conditioning pack operates normally, and</li> <li>d) Crew rest is not occupied below FL 250.</li> </ul> </li> </ul>
-29-07 ***	Overhead Flight Crew Rest (OFCR) Pressure Sensor (Taxi, Takeoff & Landing Installation)	С	1	0	

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	1.	2.	NUM	BER INSTALLED			
SYSTEM & ITEM SEQUENCE			<u> </u>	NUMBER REQUIRED FOR DISPATCH			
NUMBERS				4. REMARKS OR EXCEPTIONS			
21 AIR CONDITIONING							
-31-01 Auto Cabin Pressure Controls (L and R)							
-31-01-01 Passenger with P/N 3676-GRS-014-00 or Later ASCPC Software Installed							
-31-01-01A	С	2	1	(M) One may be inoperative provided:  a) Manual cabin pressure control is verified to operate normally on both outflow valves before each departure, and  b) Left or right AFDC operates normally.			
-31-01-01B	C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) One outflow valve is deactivated 7% open,</li> <li>b) Manual cabin pressure control is verified to operate normally on the remaining outflow valve,</li> <li>c) Left or right AFDC operates normally,</li> <li>d) One pack operates normally, and the other pack operates normally or in standby cooling mode,</li> <li>e) Both CTCs operate normally,</li> <li>f) Both engine bleed systems operate normally, and</li> <li>g) For OFCR or OFAR installed and aft outflow valve deactivated 7% open, the OFCR or OFAR is deactivated closed.</li> </ul> </li> <li>NOTE: These provisions are not intended to prohibit crew/attendant rest inspections by crewmembers.</li> <li>(Continued)</li> </ul>			

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D-111			DATE: 06/13/2012 21-14				
1.	2.	NUMBER INSTALLED					
		3.	NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS OR EXCEPTIONS				
Э							
С	2	1	<ul> <li>(M) One may be inoperative provided:         <ul> <li>a) Manual cabin pressure control is verified to operate normally on both outflow valves before each departure, and</li> <li>b) Left or right AFDC operates normally.</li> </ul> </li> </ul>				
C	2	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Flight is conducted unpressurized,</li> <li>b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits,</li> <li>c) For extended overwater flight, manual cabin pressure control is verified to operate normally on both outflow valves, and</li> <li>d) For LLAR, OFCR, OFAR, MDCR or MDFCR installed, the rest area(s) is deactivated closed.</li> </ul> </li> <li>NOTE 1: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> <li>NOTE 2: These provisions are not intended to prohibit crew/attendant rest inspections by crewmembers.</li> </ul>				
	B-777  1.	1. 2. C 2	B-777  1. 2. NUMI 3.				

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST									
FEDERAL AVIATION ADMINISTR	RATION			WASTER WINNINGWI	LQUI	I WENT LIGH			
AIRCRAFT: BOEING B-77	7		REVISION NO: 18b		PAGE:				
BOLING B-11	,			DATE: 06/13/2012		21-15			
SVSTEM 8.	1. 2.	NUME	BER IN	STALLED					
SEQUENCE NUMBERS		3. NUMBER REQUIRED FOR DISPATCH							
NOWDERO			4.	REMARKS OR EXCEPTION	ONS				
21 AIR CONDITIONING	ļ								
-31-02 Manual Cabin Pressure Outflow Valve Controls (FWD and AFT)									
-31-02-01									
	C 2	1	b) c) d) e)	to operate normally on toutflow valve, One pack operates normother pack operates nor standby cooling mode, Both CTCs operate normormally, and For OFCR or OFAR instoutflow valve deactivate OFCR or OFAR is deactivated.  These provisions are not prohibit crew/attendant responses to the sufficiency of	e is de control he rem mally, a mally of mally, ems op talled a do 7% of tivated tintend	activated I is verified naining and the or in erate and aft open, the I closed.			

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U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION							
ION		REVISION NO: 18b PAGE:					
		DATE: 06/13/2012 21-16					
2.	NUMBER INSTALLED						
	3.	NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Associated outflow valve is deactivated 7% open,</li> <li>b) Manual cabin pressure control is verified to operate normally on the remaining outflow valve,</li> <li>c) One pack operates normally, and the other pack operates normally or in standby cooling mode,</li> <li>d) Both CTCs operate normally,</li> <li>e) Both engine bleed systems operate normally, and</li> <li>f) Rigid cargo barrier doors remain closed inflight.</li> </ul> </li> </ul>					
2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Associated outflow valve is deactivated 7% open,</li> <li>b) Manual cabin pressure control is verified to operate normally on the remaining outflow valve,</li> <li>c) One pack operates normally, and the other pack operates normally or in standby cooling mode,</li> <li>d) Both CTCs operate normally, and</li> <li>e) Both engine bleed systems operate normally.</li> </ul> </li> <li>(Continued)</li> </ul>					
	2.	2. NUM 3.					

U.S. DEPARTMENT OF TRANSPORTATION										
MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION										
AIRCRAFT:					REVISION NO: 18b		PAGE:			
	BOEING B-777	<i>(</i>			DATE: 06/13/2012		21-17			
SYSTEM &		. 2.	NUMI	BER IN	STALLED					
SEQUENCE NUMBERS	ITEM		3. NUMBER REQUIRED FOR DISPATCH							
NOWBERS				4.	REMARKS OR EXCEPT	TONS				
21 AIR CONDITIO	NING									
-31-02 Manual C Pressure Valve Co (FWD and (Cont'd)	Outflow ntrols									
-31-02-03										
ALL				c; d	and	pressuriished arents ren, empty oballast movement away kight is process area define valusion in material	nd used to main empty cargo ay be its, rohibited, CR or a(s) is  which items the fly s can be			

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIS							
FEDERAL AVIATION ADMINISTRAT	ION			MASTER MINIMUM EC	UIPMENT LIST		
AIRCRAFT: BOEING B-777				REVISION NO: 18b	PAGE:		
BOLING B-111				DATE: 06/13/2012	21-19		
SYSTEM & ITEM	2.	NUM	BER INS	STALLED			
SEQUENCE ITEM NUMBERS		3.	NUMBE	ER REQUIRED FOR DISPAT	CH		
			4. I	REMARKS OR EXCEPTIONS	i		
21 AIR CONDITIONING							
-31-03 Outflow Valves (FWD and AFT) (Cont'd)							
-31-03-02			(1.1)				
Passenger With P/N C 3676-GRS-014-00 or Later ASCPC Software Installed	2	1	a) b) c) d) e) f)	operates normally, One pack operates normally other pack operates normal standby cooling mode, Both CTCs operate normall Both engine bleed systems normally, and For OFCR or OFAR installe outflow valve deactivated 7' OFCR or OFAR is deactivated : These provisions are not inte prohibit crew/attendant rest by crewmembers.	en, rol is verified emaining sure control  y, and the ly or in  y, operate d and aft % open, the led closed. ended to		

U.S. DEPARTMENT OF TRANSPOR	TATIO	N	
FEDERAL AVIATION ADMINISTRAT	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:
	T _		DATE: 06/13/2012 21-20
SYSTEM & ITEM	2.		BER INSTALLED
SEQUENCE TILW NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
21 AIR CONDITIONING			4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING		l I	
-31-03 Outflow Valves (FWD and AFT) (Cont'd)			
-31-03-03 777F			
-31-03-03-01			
With P/N 3677-GRS- C 105-00 ASCPC Software Installed	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Valve is deactivated 7% open,</li> <li>b) Manual cabin pressure control is verified to operate normally on the remaining outflow valve,</li> <li>c) Left or right auto cabin pressure control operates normally,</li> <li>d) One pack operates normally, and the other pack operates normally or in standby cooling mode,</li> <li>e) Both CTCs operate normally,</li> <li>f) Both engine bleed systems operate normally, and</li> <li>g) Rigid cargo barrier doors remain closed inflight.</li> </ul> </li> </ul>
-31-03-03-02 With P/N 3674-GRS- C 106-00 or Later ASCPC Software Installed	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Valve is deactivated 7% open,</li> <li>b) Manual cabin pressure control is verified to operate normally on the remaining outflow valve,</li> <li>c) Left or right auto cabin pressure control operates normally,</li> <li>d) One pack operates normally, and the other pack operates normally or in standby cooling mode,</li> <li>e) Both CTCs operate normally, and</li> <li>f) Both engine bleed systems operate normally.</li> </ul> </li> <li>(Continued)</li> </ul>

U.S. DEPARTMENT OF TRANSPORTATION							
FEDERAL AVIATION	N ADMINISTRAT	ION			MASTER MINIMUM EC	UIPMENT LIST	
AIRCRAFT:					REVISION NO: 18b	PAGE:	
	BOEING B-777				DATE: 06/13/2012	21-21	
SYSTEM &	1.	2.	NUME	BER IN	STALLED		
SEQUENCE NUMBERS	ITEM		3.	NUMBER REQUIRED FOR DISPATCH			
NOMBERS				4.	REMARKS OR EXCEPTIONS	3	
21 AIR CONDITION	IING						
-31-03 Outflow Va (FWD and (Cont'd)							
-31-03-04							
All	C	2	0	c) d)	Procedures are established verify cargo compartments or contain only ballast, emphandling equipment (ballas loaded in ULDs), or fly awa Extended overwater flight is and	urized, and used to remain empty ty cargo may be y kits, prohibited, IDCR or area(s) is  e which items in the fly rials can be	

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST								
FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:					
BOLING B-111			DATE: 06/13/2012 21-22					
1.	2.	NUMBER INSTALLED						
		3.	NUMBER REQUIRED FOR DISPATCH					
			4. REMARKS OR EXCEPTIONS					
С	1	0	May be inoperative provided both Auto Cabin Pressure Controls operate normally.					
С	1	0	May be inoperative provided both Auto Cabin Pressure Controls operate normally.					
C	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Flight is conducted unpressurized,</li> <li>b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits,</li> <li>c) For extended overwater flight, manual cabin pressure control is verified to operate normally on both outflow valves, and</li> <li>d) For LLAR, OFCR, OFAR, MDCR or MDFCR installed, the rest area(s) is deactivated closed.</li> </ul> </li> <li>NOTE 1: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> <li>NOTE 2: These provisions are not intended to prohibit crew/attendant rest inspections by crewmembers.</li> </ul>					
	-777 1.	TRATION -777  1. 2.  C 1	TRATION  -777  1. 2. NUMI  3.  C 1 0					

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST								
FEDERAL AVIATION ADMINIS								
AIRCRAFT: BOEING B-777				REVISION NO: 18b PAGE:				
		1		DATE: 06/13/2012 21-23				
SYSTEM & ITEM	1.	2.	NUMBER INSTALLED					
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH				
		-		4. REMARKS OR EXCEPTIONS				
21 AIR CONDITIONING								
-31-06 Cabin Differential Pressure Indication								
-31-06A	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Cabin altitude indication operates normally, and</li> <li>b) A chart is provided to convert cabin altitude to cabin differential pressure.</li> </ul>				
-31-06B	C	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Flight is conducted unpressurized,</li> <li>b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits,</li> <li>c) For extended overwater flight, manual cabin pressure control is verified to operate normally on both outflow valves, and</li> <li>d) For LLAR, OFCR, OFAR, MDCR or MDFCR installed, the rest area(s) is deactivated closed.</li> </ul> </li> <li>NOTE 1: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> <li>NOTE 2: These provisions are not intended to prohibit crew/attendant rest inspections by crewmembers.</li> </ul>				

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST									
FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT: BOEING B-7	77		REVISION NO: 18b PAGE:						
BOLING B-7	11			DATE: 06/13/2012 21-24					
SYSTEM &	1.	2.	NUME	BER INSTALLED					
SEQUENCE TEM			3.	NUMBER REQUIRED FOR DISPATCH					
NUMBERS				4. REMARKS OR EXCEPTIONS					
21 AIR CONDITIONING									
-31-07 Cabin Altitude Indication									
-31-07A	С	1	0	(O) May be inoperative provided:					
				a) Cabin differential pressure indication operates normally, and					
				b) A chart is provided to convert cabin differential pressure to cabin altitude.					
04.070	0	_	0	·					
-31-07B C		1	0	(M)(O) May be inoperative provided:  a) Flight is conducted unpressurized,					
				b) Procedures are established and used to verify cargo compartments remain empty					
				or contain only ballast, empty cargo					
				handling equipment (ballast may be loaded in ULDs), or fly away kits,					
				c) For extended overwater flight, manual cabin pressure control is verified to					
				operate normally on both outflow valves, and					
				d) For LLAR, OFCR, OFAR, MDCR or					
				MDFCR installed, the rest area(s) is deactivated closed.					
				NOTE 1: Operator MELs must define which items are approved for inclusion in the fly					
				away kits and which materials can be					
				used as ballast.					
				NOTE 2: These provisions are not intended to prohibit crew/attendant rest inspections by crewmembers.					
-31-08 Outflow Valve	С	2	0						
Position Indications									

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST								
FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT:	IG B-777			REVISION NO: 18b PAGE:				
		_		DATE: 06/13/2012 21-25				
SYSTEM & ITEM	1.	2.	NUM	NUMBER INSTALLED				
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH				
O4 AID OONDITIONING				4. REMARKS OR EXCEPTIONS				
21 AIR CONDITIONING								
-32-01 Positive Pressure Relief Valves	)							
-32-01A	С	2	1	(M) One may be inoperative deactivated closed.				
-32-01B	C	2	0	<ul> <li>(M)(O) May be inoperative provided: a) Flight is conducted unpressurized,</li> <li>b) Extended overwater flight is prohibited,</li> <li>c) Both outflow valves are deactivated open,</li> <li>d) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and</li> <li>e) For LLAR, OFCR, OFAR, MDCR or MDFCR installed, the rest area(s) is deactivated closed.</li> <li>NOTE 1: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> <li>NOTE 2: These provisions are not intended to prohibit crew/attendant rest inspections by crewmembers.</li> </ul>				

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FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT: BOEING B-777					REVISION NO: 18b PAGE:				
	BOLINO B-1	,,			DATE: 06/13/2012 21-26				
SYSTEM	1&	1.	2.	NUME	BER INSTALLED				
SEQUE NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH				
INUIVIDE	KO				4. REMARKS OR EXCEPTIONS				
21 AIR	CONDITIONING								
-32-02	Negative Pressure Relief Vents	C	4	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Flight is conducted unpressurized,</li> <li>b) Extended overwater flight is prohibited,</li> <li>c) Both outflow valves are deactivated open,</li> <li>d) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and</li> <li>e) For LLAR, OFCR, OFAR, MDCR or MDFCR installed, the rest area(s) is deactivated closed.</li> </ul> </li> <li>NOTE 1: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast</li> <li>NOTE 2: These provisions are not intended to</li> </ul>				
					prohibit crew/attendant rest inspections by crewmembers.				
-40-01	Main Deck Cargo Shutoff Valves (777F)								
-40-01-	01 Forward Shutoff Valves 1 and 2	С	2	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Inoperative valve is deactivated closed,</li> <li>b) Forward main deck cargo zone trim air modulation valve is deactivated closed,</li> <li>c) Aft main deck cargo shutoff valves 1 and 2 operate normally,</li> <li>d) Forward and aft main deck cargo shutoff valve 3 operate normally,</li> <li>e) Both packs operate normally, and</li> <li>f) Both engine bleed systems operate normally.</li> </ul> </li> <li>(Continued)</li> </ul>				

II C DE	DADTMENT OF TOANG	DOD-	TATIO	. N. I						
	PARTMENT OF TRANS			'IN	MASTER MINIMUM EQUIPMENT LIST					
	AL AVIATION ADMINIST	KATI	ION		REVISION NO: 18b PAGE:					
AIRCRA	F1: BOEING B-7	777		REVISION NO: 18b PA						
			I		DATE: 06/13/2012 21-27					
SYSTEM		1.	2.	2. NUMBER INSTALLED						
SEQUE! NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTIONS					
21 AIR (	CONDITIONING									
-40-01	Main Deck Cargo Shutoff Valves (777F) (Cont'd)									
-40-01-0	02									
	Aft Shutoff Valves 1 and 2	С	2	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Inoperative valve is deactivated closed,</li> <li>b) Aft main deck cargo zone trim air modulation valve is deactivated closed,</li> <li>c) Forward main deck cargo shutoff valves <ul> <li>1 and 2 operate normally,</li> <li>d) Forward and aft main deck cargo shutoff valve 3 operate normally,</li> <li>e) Both packs operate normally, and</li> <li>f) Both engine bleed systems operate normally.</li> </ul> </li> </ul></li></ul>					
-40-01-0	03									
	Forward and Aft Shutoff Valve 3	С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Inoperative valve is deactivated closed,</li> <li>b) Forward main deck cargo shutoff valves</li> <li>1 and 2 operate normally, and</li> <li>c) Aft main deck cargo shutoff valves 1 and</li> <li>2 operate normally.</li> </ul>					
-41-01 ***	Lower Lobe Attendant Rest (LLAR) Electric Heaters	С	2	0						
-41-02 ***	Flight Crew Rest (FCR) Electric Heater Systems	С	-	0						

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST									
FEDERAL AVIATION ADMINISTRATION									
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	BOEING B-7	7 7			DATE: 06/13/2012 21-28				
SYSTEM	&	1.	2.	NUMBER INSTALLED					
SEQUENO NUMBERS	CE ITEM			3.	NUMBER REQUIRED FOR DISPATCH				
NUMBER	5				4. REMARKS OR EXCEPTIONS				
21 AIR C	ONDITIONING								
***	Main Deck Crew Rest (MDCR)/Main Deck Flight Crew Rest (MDFCR) Electric Heater System	С	1	0	(M) May be inoperative deactivated.				
-41-03-0 <sup>2</sup>	1								
***	Temperature Sensors	С	2	0					
***	Overhead Flight Crew/Attendant Rest Electric Heater Systems (Includes FSI Installation)								
-41-04-0 <sup>2</sup>	1								
	Overhead Flight Crew Rest (OFCR) Heater Systems	С	-	0	(M) May be inoperative provided:  a) Associated heater system is deactivated, and  b) OFCR is deactivated closed.				
					NOTE: These provisions are not intended to prohibit crew rest inspections by crewmembers.				
-41-04-01	1-01								
I	Bunk Heater Systems	С	-	0	<ul> <li>(M) May be inoperative provided</li> <li>a) Associated bunk heater system is deactivated, and</li> <li>b) One common area heater system operates normally.</li> </ul>				
-41-04-01	1-02								
	Common Area Heater System(s)	С	-	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated common area heater system(s) is deactivated, and</li> <li>b) Bunk heater system(s) operates normally.</li> </ul>				
					(Continued)				

FEDERAL AV	TMENT OF TRANS TIATION ADMINIS			IN	MASTER MINIMUM EQUIPMENT LIST						
AIRCRAFT:					REVISION NO: 18b PAGE:						
7 411 (31 41 11	BOEING B-	777									
				N II IN 41	DATE: 06/13/2012 21-29						
SYSTEM &	ITEM	1.	2.	2. NUMBER INSTALLED							
SEQUENCE NUMBERS				3. NUMBER REQUIRED FOR DISPATCH							
21 AIR CON	DITIONUNG				4. REMARKS OR EXCEPTIONS						
ZI AIR CON	DITIONING										
*** Cre Elec Sys FSI	erhead Flight w/Attendant Rest ctric Heater tems (Includes Installation) nt'd)										
Atte (OF	erhead Flight endant Rest AR) Heater tems										
-41-04-02A		С	2	1	(M) One may be inoperative provided associated heater system is deactivated.						
-41-04-02B		С	2	0	(M) May be inoperative provided:  a) Heater systems are deactivated, and b) OFAR is deactivated closed.						
					NOTE: These provisions are not intended to prohibit attendant rest inspections by crewmembers.						
-44-01 Aft (	Cargo Heat ves	С	2	0	(M) May be inoperative provided system is deactivated closed.						
Cor	Cargo npartment nperature Sensor	С	1	0	May be inoperative provided system remains off.						
	c Cargo Heat ves (Passenger)	С	2	0	(M) May be inoperative provided system is deactivated closed.						
Cor Ten	c Cargo npartment nperature Sensor ssenger)	С	1	0	May be inoperative provided system remains off.						

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FEDERA	AL AVIATION ADMINIST								
AIRCRA	FT: BOEING B-7	777			REVISION NO: 18b PAGE:				
			1		DATE: 06/13/2012 21-30				
SYSTEM	1 & ITEM	1.	2.	NUMBER INSTALLED					
SEQUEI NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH				
NONDE	i de				4. REMARKS OR EXCEPTIONS				
21 AIR	CONDITIONING								
-45-01	Flight Deck Foot Heaters	С	2	0	(M) May be inoperative OFF.				
-45-02	Flight Deck Shoulder Heaters	С	2	0	(M) May be inoperative OFF.				
-51-01	Air Conditioning Packs								
-51-01-	-200/-200ER (Without PRR 61980 or Production Equivalent Incorporated)	C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Remaining pack operates normally,</li> <li>b) Both engine bleed systems operate normally,</li> <li>c) Both outflow valves operate normally,</li> <li>d) Airplane remains at or below FL 350,</li> <li>e) Flight remains within 60 minutes of landing at a suitable airport,</li> <li>f) Appropriate performance adjustments are applied,</li> <li>g) For FSI OHAR installed, the FSI OHAR is deactivated closed, and</li> <li>h) JAMCO flight deck security door part number XXX 9721-1 is not installed.</li> </ul> </li> <li>NOTE: These provisions are not intended to prohibit attendant rest inspections by crewmembers.</li> <li>(Continued)</li> </ul>				

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST									
FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT: BOEING B-777				REVISION NO: 18b	PAGE:				
DOLING B-111				DATE: 06/13/2012	21-31				
SYSTEM & 1.	2.	NUM	BER IN	STALLED					
SEQUENCE NUMBERS		3.	NUMB	ER REQUIRED FOR DISPATO	H				
			4.	REMARKS OR EXCEPTIONS					
21 AIR CONDITIONING									
-51-01 Air Conditioning Packs (Cont'd)									
-51-01-02			(1.4)/(0	\	al a al .				
-300 (Without PRR C 61980 or Production Equivalent Incorporated)	2	1	a) b) c) d)	normally, Both outflow valves operate Procedures are established verify forward cargo compar remains empty or contains of empty cargo handling equips may be loaded in ULDs), or Flight remains within 60 min landing at a suitable airport, Appropriate performance ad are applied.  Coperator MELs must define to are approved for inclusion in kits and which materials can ballast.	ormally, operate on a compart of the				

U.S. DEPARTMENT OF TRANSPORTATION								
MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:  DATE: 06/13/2012 21-32					
SYSTEM & ITEM SEQUENCE NUMBERS	2.		BER INSTALLED  NUMBER REQUIRED FOR DISPATCH					
21 AIR CONDITIONING			4. REMARKS OR EXCEPTIONS					
-51-01 Air Conditioning Packs (Cont'd)								
-51-01-03  -200/-200ER/-300 C (With PRR 61980 or Production Equivalent Incorporated)	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Remaining pack operates normally,</li> <li>b) Both engine bleed systems operate normally,</li> <li>c) Both outflow valves operate normally,</li> <li>d) Flight remains within 60 minutes of landing at a suitable airport,</li> <li>e) Appropriate performance adjustments are applied, and</li> <li>f) For FSI OHAR installed on -200, the FSI OHAR is deactivated closed.</li> </ul> </li> <li>NOTE: These provisions are not intended to prohibit attendant rest inspections by crewmembers.</li> </ul>					
-51-01-04 -200LR/-300ER C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Remaining pack operates normally,</li> <li>b) Both engine bleed systems operate normally,</li> <li>c) Both outflow valves operate normally,</li> <li>d) Flight remains within 60 minutes of landing at a suitable airport, and</li> <li>e) Appropriate performance adjustments are applied.</li> </ul> </li> <li>(Continued)</li> </ul>					

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LI							
FEDERAL AVIATION	ON ADMINISTRAT	ION					
AIRCRAFT: BOEING B-777					REVISION NO: 18b	PAGE:	
		1			DATE: 06/13/2012	21-33	
SYSTEM &	1. ITEM	2.	NUME	BER IN	STALLED		
SEQUENCE NUMBERS	II LIVI		3.	NUMB	ER REQUIRED FOR DISPAT	СН	
				4.	REMARKS OR EXCEPTIONS	;	
21 AIR CONDITIO	NING						
-51-01 Air Condi Packs (Cont'd)	tioning						
-51-01-05 777F							
-51-01-05A	C	2	1		normally, Both outflow valves operate Alternate ventilation system normally, For left pack inoperative, rig operates normally, and	ormally, operate normally, operates otherwise control of the contr	
-51-01-05B	C	2	1		normally, Both outflow valves operate Flight remains within 60 mir landing at a suitable airport For left pack inoperative, rig operates normally, and Appropriate performance ac are applied.	ormally, operate normally, nutes of the CTC	

					1					
U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST										
FEDERAL AVIATION ADMINISTR	RATION			WAGTER WIINWOW	.QOII WEIVI EIOI					
AIRCRAFT: BOEING B-77	77			REVISION NO: 18b	PAGE:					
BOLINO B-11	•			DATE: 06/13/2012	21-34					
SYSTEM &	1. 2.	2. NUMBER INSTALLED								
SEQUENCE NUMBERS		3. NUMBER REQUIRED FOR DISPATCH								
NOMBERO			4. F	REMARKS OR EXCEPTION	<b>NS</b>					
21 AIR CONDITIONING										
-51-01 Air Conditioning Packs (Cont'd)										
-51-01-06										
All	C 2	0	a) b) c) d) e) f) g) h) i)	May be inoperative provider Flight is conducted unprefor extended overwater frontrol of both outflow vato operate normally, All recirculation fans oper Both ECSMCs operate normality are established verify cargo compartment or contain only ballast, en handling equipment (balla loaded in ULDs), or fly awfor LLAR, OFCR, OFAR, MDCR or MDFCR installed area(s) is deactivated closer of TCAC installed, FCAC for 777F, equipment coovalve is deactivated closer for 777F with ACAC instaremains OFF.  1: Operator MELs must de are approved for inclusion away kits and which maused as ballast.  2: These provisions are no prohibit crew/attendant in by crewmembers.	ssurized, ight, manual ves is verified  ate normally, ormally, ed and used to s remain empty opty cargo list may be vay kits, FSI OHAR, ed, the rest sed, C remains OFF, ling three-way d, and alled, ACAC  fine which items on in the fly terials can be					

	PARTMENT OF TRANS AL AVIATION ADMINIS			IN	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: BOEING B-777					REVISION NO: 18b PAGE:
			ı		DATE: 06/13/2012 21-35
SYSTEM	11 - 11	1.	2.		BER INSTALLED
SEQUEI NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH
21 AIR	CONDITIONING				4. REMARKS OR EXCEPTIONS
-51-02	Pack Flow Control/Shutoff Valves (FCVs)				
-51-02-	01				
	Upper FCVs	С	2	0	(M) May be inoperative locked closed provided associated lower FCV operates normally.
-51-02-	02				
	Lower FCVs	С	2	1	<ul> <li>(M) One may be inoperative locked closed provided:</li> <li>a) Opposite pack operates normally, and</li> <li>b) Associated upper FCV operates normally.</li> </ul>
-51-03	Pack OFF Lights	С	2	0	
-51-04	Flight Deck Flow Regulating Valve (777F)	С	1	0	(M) May be inoperative provided valve is deactivated open.
-52-01	Air Cycle Machines (ACM)	C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Associated second stage turbine bypass valve is locked open,</li> <li>b) Ram air inlet and exit doors operate normally or are secured open,</li> <li>c) Opposite pack operates normally,</li> <li>d) Both engine bleed systems operate normally, and</li> <li>e) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>

	PARTMENT OF TRANS			N	MASTER MINIMUM EQUIPMENT LIST
AIRCRA			REVISION NO: 18b PAGE:		
	BOEING B-7	777			DATE: 06/13/2012 21-36
SYSTEM	1 &	1.	2.	NUME	BER INSTALLED
SEQUEN NUMBER	NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
21 AIR (	CONDITIONING				
-52-02	Economy Cooling Valves (ECV)				
-52-02A		С	2	1	<ul> <li>(O) One may be inoperative provided:</li> <li>a) Opposite pack operates normally,</li> <li>b) Both engine bleed systems operate normally, and</li> <li>c) Appropriate performance adjustments are applied.</li> </ul>
-52-02B	3	С	2	0	(M) May be inoperative locked closed.
-52-03	Compressor Discharge Temperature Sensors	С	6	2	(M) May be inoperative provided one sensor per pack is verified to operate normally.
-52-04	Pack Discharge Temperature Sensors	С	6	2	(M) May be inoperative provided one sensor per pack is verified to operate normally.
-52-05	Ram Air Inlet Door Systems				
-52-05A		С	2	0	(M)(O) May be inoperative provided:  a) Associated door is secured full open, and b) Appropriate performance adjustments are applied.
-52-05B	3	С	2	0	(M) May be inoperative closed provided associated pack is not used.

U.S. DEPARTMENT OF TRAN FEDERAL AVIATION ADMINIS			N	MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT: BOEING B	B-777			REVISION NO: 18b PAGE:				
		I		DATE: 06/13/2012 21-37				
SYSTEM & ITEM SEQUENCE	1.	2.						
NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				
21 AIR CONDITIONING				Rewards of Executions				
-52-06 Ram Air Exhaust *** Door Systems								
-52-06-01 -200/-200ER/-300/ -300ER								
-52-06-01A	С	2	0	(M) May be inoperative provided associated door is secured full open.				
-52-06-01B	С	2	0	May be inoperative provided associated pack is not used.				
-52-06-02 -200LR and 777F								
-52-06-02A	С	2	0	(M)(O) May be inoperative provided:  a) Associated door is secured full open, and b) Appropriate performance adjustments are applied.				
-52-06-02B	С	2	0	May be inoperative provided associated pack is not used.				
-52-07 Condenser Inlet Temperature Control Systems	С	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Associated condenser low limit valve is locked open,</li> <li>b) Opposite pack operates normally,</li> <li>c) Both engine bleed systems operate normally, and</li> <li>d) Appropriate performance adjustments are applied.</li> </ul>				

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIS								MENT LIST
FEDERAL AVIATION ADMINISTRATION						WAR TEN WILL WILL WILL WILL WILL WILL WILL WIL	. LQOII	WEITT LIGI
AIRCRAFT: BOEING B-777						REVISION NO: 18b		PAGE:
	BOLING B 7					DATE: 06/13/2012		21-38
SYSTEM	1&	1.	2.	NUME	BER INS	TALLED		
SEQUE!				3.	NUMBE	R REQUIRED FOR DIS	PATCH	
NONDE					4. F	EMARKS OR EXCEPTI	ONS	
21 AIR	CONDITIONING							
-52-08 ***	Lower Lobe Attendant Rest (LLAR) Duct Temperature Sensors							
-52-08 <i>A</i>	<b>\</b>	D	2	1				
-52-08E	3	С	2	0				
-61-01	Cabin Temperature Controllers (CTC)							
-61-01-	-200/-200ER (Without PRR 61980 or Production Equivalent Incorporated)	C	2	1	a) b) c) d) e) f)	One may be inoperative Associated pack is not Opposite pack operates Both engine bleed systemormally, Both outflow valves ope Airplane remains at or I Flight remains within 60 landing at a suitable air Appropriate performance are applied, For the right CTC inoperate power on the right ACT verified before each de For FCAC installed and inoperative, FCAC remained.	used, s normal ems ope erate nor below FLD minutes port, ce adjusted erative, effransfer parture, I right CT	ly, erate rmally, _ 350, s of tments electrical Bus is and TC

U.S. DEPARTMENT OF TRANSPORTATION								
MASTER MINIMUM EQUIPMENT LIST								
FEDERAL AVIATION ADMINISTRA	HON	1	REVISION NO: 18b	PAGE:				
AIRCRAFT: BOEING B-777								
				DATE: 06/13/2012	21-39			
SYSTEM & ITEM	2.	NUME	BER INS	STALLED				
SEQUENCE NUMBERS		3. NUMBER REQUIRED FOR DISPATCH						
			4. I	REMARKS OR EXCEPTIO	NS			
21 AIR CONDITIONING								
-61-01 Cabin Temperature Controllers (CTC) (Cont'd)								
-61-01-02								
-300 (Without PRR C 61980 or Production Equivalent Incorporated)	2	1	a) b) c) d) e) f) g) h)	normally, Both outflow valves oper Procedures are establish verify forward cargo com remains empty or contain empty cargo handling eq may be loaded in ULDs), Flight remains within 60 landing at a suitable airp Appropriate performance are applied, For the right CTC inoperative on the right AC Tr verified before each depart For FCAC installed and a inoperative, FCAC remains COperator MELs must defi are approved for inclusion kits and which materials of ballast.	sed, normally, ms operate  ate normally, ned and used to partment ns only ballast, uipment (ballast or fly away kits, minutes of ort, e adjustments ative, electrical ansfer Bus is arture, and right CTC ns OFF.  ne which items in the fly away			

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST							
ION							
		REVISION NO: 18b PAGE:					
		DATE: 06/13/2012 21-40					
2.	NUM	BER INSTALLED					
	3.	NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Associated pack is not used,</li> <li>b) Opposite pack operates normally,</li> <li>c) Both engine bleed systems operate normally,</li> <li>d) Both outflow valves operate normally,</li> <li>e) Flight remains within 60 minutes of landing at a suitable airport,</li> <li>f) Appropriate performance adjustments are applied,</li> <li>g) For the right CTC inoperative, electrical power on the right AC Transfer Bus is verified before each departure, and</li> <li>h) For FCAC installed and right CTC inoperative, FCAC remains OFF.</li> </ul> </li> </ul>					
2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Associated pack is not used,</li> <li>b) Opposite pack operates normally,</li> <li>c) Both engine bleed systems operate normally,</li> <li>d) Both outflow valves operate normally,</li> <li>e) Flight remains within 60 minutes of landing at a suitable airport,</li> <li>f) Appropriate performance adjustments are applied,</li> <li>g) For the right CTC inoperative, electrical power on the right AC Transfer Bus is verified before each departure, and</li> <li>h) For FCAC installed and right CTC inoperative, FCAC remains OFF.</li> </ul> </li> <li>(Continued)</li> </ul>					
	2. 2	2. NUM 3.					

U.S. DEPARTMENT OF TRANSPORTATION							
MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT:			REVISION NO: 18b PAGE:				
BOEING B-777			DATE: 06/13/2012 21-41				
SYSTEM & 1.	2.	NUME	BER INSTALLED				
SEQUENCE ITEM NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH				
	-		4. REMARKS OR EXCEPTIONS				
21 AIR CONDITIONING							
-61-01 Cabin Temperature Controllers (CTC) (Cont'd) -61-01-05 777F							
-61-01-05-01 Without PRR 62273 or Production Equivalent Incorporated							
-61-01-05-01A C	2	1	<ul> <li>(M)(O) Right CTC may be inoperative provided: <ul> <li>a) Right pack is not used,</li> <li>b) Left pack operates normally,</li> <li>c) Both engine bleed systems operate normally,</li> <li>d) Both outflow valves operate normally,</li> <li>e) Procedures are established and used to verify main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits,</li> <li>f) Alternate ventilation system operates normally,</li> <li>g) Equipment cooling three-way valve is deactivated closed,</li> <li>h) FCAC remains OFF,</li> <li>i) Lower forward cargo flow regulating valve is deactivated closed,</li> <li>j) Electrical power on the right AC Transfer Bus is verified before each departure,</li> <li>k) Appropriate performance adjustments are applied, and</li> <li>l) For ACAC installed, lower aft cargo flow regulating valve is deactivated closed.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> </ul>				

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST						
FEDERAL AVIATION ADMINISTRATI	ION	DEVICION NO. 40b DAGE.				
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:			
			DATE: 06/13/2012 21-42			
SYSTEM & ITEM	2.		BER INSTALLED			
SEQUENCE TILW NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH			
24 AID CONDITIONING			4. REMARKS OR EXCEPTIONS			
21 AIR CONDITIONING	ļ					
-61-01 Cabin Temperature Controllers (CTC) (Cont'd)						
-61-01-05 777F (Cont'd)						
-61-01-05-01 Without PRR 62273 or Production Equivalent Incorporated (Cont'd)						
-61-01-05-01B C	2	1	<ul> <li>(M)(O) Right CTC may be inoperative provided: <ul> <li>a) Right pack is not used,</li> <li>b) Left pack operates normally,</li> <li>c) Both engine bleed systems operate normally,</li> <li>d) Both outflow valves operate normally,</li> <li>e) Procedures are established and used to verify main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits,</li> <li>f) Flight remains within 60 minutes of landing at a suitable airport,</li> <li>g) Equipment cooling three-way valve is deactivated closed,</li> <li>h) FCAC remains OFF,</li> <li>i) Lower forward cargo flow regulating valve is deactivated closed,</li> <li>j) Electrical power on the right AC Transfer Bus is verified before each departure,</li> <li>k) Appropriate performance adjustments are applied, and</li> <li>l) For ACAC installed, lower aft cargo flow regulating valve is deactivated closed.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> </ul>			

U.S. DEPARTMENT OF TRANSPORTATION									
MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT:				REVISION NO: 18b	PAGE:				
BOEING B-777				DATE: 06/13/2012	21-43				
	2.	NUMF	SFR IN:	STALLED	21 10				
SYSTEM & ITEM SEQUENCE		3. NUMBER REQUIRED FOR DISPATCH							
NUMBERS		0.		REMARKS OR EXCEPTIONS					
21 AIR CONDITIONING	-		''	KENNIKKO OK ENGEL HORG					
-61-01 Cabin Temperature Controllers (CTC) (Cont'd)									
-61-01-05 777F (Cont'd)									
-61-01-05-02 With PRR 62273 or Production Equivalent Incorporated									
-61-01-05-02A C	2	1		Both engine bleed systems of normally, Both outflow valves operate in Alternate ventilation system of normally, FCAC remains OFF, Lower forward cargo flow regulate is deactivated closed, Electrical power on the right in Bus is verified before each deactivate applied, and For ACAC installed, lower after regulating valve is deactivate	perate normally, operates ulating AC Transfer eparture, ustments cargo flow				

U.S. DEPARTMENT OF TRANSPO	RTATIC	DN					
FEDERAL AVIATION ADMINISTRA	TION		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT: BOEING B-777		REVISION NO: 18b PAGE:					
			DATE: 06/13/2012 21-44				
SYSTEM & ITEM	2.	NUM	BER INSTALLED				
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS OR EXCEPTIONS				
21 AIR CONDITIONING		ļ					
-61-01 Cabin Temperature Controllers (CTC) (Cont'd)							
-61-01-05 777F (Cont'd)							
-61-01-05-02  With PRR 62273 or  Production Equivalent Incorporated (Cont'd)							
-61-01-05-02B C	2	1	<ul> <li>(M)(O) Right CTC may be inoperative provided: <ul> <li>a) Right pack is not used,</li> <li>b) Left pack operates normally,</li> <li>c) Both engine bleed systems operate normally,</li> <li>d) Both outflow valves operate normally,</li> <li>e) Flight remains within 60 minutes of landing at a suitable airport,</li> <li>f) FCAC remains OFF,</li> <li>g) Lower forward cargo flow regulating valve is deactivated closed,</li> <li>h) Electrical power on the right AC Transfer Bus is verified before each departure,</li> <li>i) Appropriate performance adjustments are applied, and</li> <li>j) For ACAC installed, lower aft cargo flow regulating valve is deactivated closed.</li> </ul> </li> </ul>				
-61-01-05-03 CTC Channels C	4	2	One may be inoperative in each CTC.  (Continued)				

U.S. DEPARTMEN	T OF TRANSPO	RTATIO	DN NC						
FEDERAL AVIATION	ON ADMINISTRA	ATION			MASTER MINIMUM EQU	JIPMENT LIST			
AIRCRAFT:				REVISION NO: 18b	PAGE:				
	BOEING B-777				DATE: 06/13/2012	21-45			
SYSTEM &	1	. 2.							
SEQUENCE NUMBERS	ITEM		3.	NUMB	NUMBER REQUIRED FOR DISPATCH				
NOMBERO				4.	REMARKS OR EXCEPTIONS				
21 AIR CONDITIC	NING								
-61-01 Cabin Te Controlle (Cont'd)	mperature rs (CTC)								
-61-01-06									
All			0	a) b) c) d) e) f)	control of both outflow valves to operate normally, All recirculation fans operate Both ECSMCs operate norm Procedures are established a verify cargo compartments re or contain only ballast, empty handling equipment (ballast r loaded in ULDs), or fly away Electrical power on the right. Bus is verified before each defor LLAR, OFCR, OFAR, MI MDFCR installed, the rest are deactivated closed, For FCAC installed, FCAC refor 777F, equipment cooling valve is deactivated closed,	t, manual ts is verified normally, ally, and used to emain empty or cargo may be kits, AC Transfer eparture, DCR or ea(s) is emains OFF, three-way and			
					<ul> <li>1: Operator MELs must define are approved for inclusion in away kits and which material used as ballast.</li> <li>2: These provisions are not interprohibit crew/attendant rest by crewmembers.</li> </ul>	n the fly als can be tended to			

U.S. DEPARTMENT OF TRANSPO	RTATIC	N	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRA	TION		WAGTER WINNIWOW EQUITMENT EIGT
AIRCRAFT:			REVISION NO: 18b PAGE:
BOEING B-777			DATE: 06/13/2012 21-46
0.0000000000000000000000000000000000000	2.	NUMI	BER INSTALLED
SYSTEM & ITEM SEQUENCE		3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS			4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING			
-61-02 Flight Deck Zone Temperature Control System			
-61-02-01			
Passenger C	1	0	May be inoperative provided left trim air switch remains off.
			Terriains on.
-61-02-01-01 AUTO Mode C	1	0	(M) May be incorporative provided MAN control
AUTO Mode C	'	U	(M) May be inoperative provided MAN control mode is verified to operate normally.
-61-02-02			
777F			
04 00 00 04			
-61-02-02-01 AUTO Mode C	1	0	(M) May be inoperative provided MAN control
			mode is verified to operate normally.
-61-03 Cabin Zone Temperature Control Systems (Passenger)			
-61-03A C	6	0	(M) May be inoperative provided associated zone trim air modulation valve is deactivated closed.
-61-03B C	6	0	(O) May be inoperative with the associated zone trim air modulation valve in any position provided:  a) Associated trim air switch remains off, and  b) For FCAC installed and right trim air
			switch selected off, FCAC remains OFF.
-61-04 Cabin Temperature C Control (Passenger)	1	0	

U.S. DEPARTMENT OF TRANSPORTATION									
   FEDER	AL AVIATION ADMINIST	ΓRΑΤ	ION		MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:				REVISION NO: 18b PAGE:				
	BOEING B-	777			DATE: 06/13/2012 21-47				
SYSTEM	1.8	1.	2.	NUME	BER INSTALLED				
SEQUEI NUMBE	NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
21 AIR	CONDITIONING								
-61-05 ***	FCAC Duct Temperature Sensing System								
-61-05-	01								
***	Passenger	D	1	0	(M) May be inoperative provided:  a) Forward cargo zone trim air modulation valve is deactivated closed, and  b) FCAC remains OFF.				
-61-05-	02								
	777F	С	1	0	<ul> <li>(M) May be inoperative provided:         <ul> <li>a) Lower forward cargo zone trim air modulation valve is deactivated closed, and</li> <li>b) FCAC remains OFF.</li> </ul> </li> </ul>				
-61-06 ***	FCAC Cargo Compartment Temperature Sensing System								
-61-06-									
***	Passenger	D	1	0	May be inoperative provided FCAC remains OFF.				
-61-06-	02								
	777F	С	1	0	May be inoperative provided FCAC remains OFF.				

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST									
FEDERAL A	AVIATION ADMINIST	RATIO	NC	MASTER MINIMOW EQUIPMENT LIST					
AIRCRAFT:	: BOEING B-7	77				REVISION NO: 18b	PAGE:		
	BOLING B-7	, ,				DATE: 06/13/2012	21-48		
SYSTEM &	ITEN 4	1.	2.	NUME	BER INS	STALLED			
SEQUENCE NUMBERS	E IIEM			3.	NUMBE	ER REQUIRED FOR DISPATCH			
NOWBERS					4. I	REMARKS OR EXCEPTIONS			
21 AIR CO	NDITIONING								
*** Tr	CAC Cargo Zone rim Air Modulation alve			-					
04 07 04									
-61-07-01 *** Pa	assenger	D	1	0	a)	ay be inoperative provided: Valve is deactivated closed, a FCAC remains OFF.	nd		
-61-07-02									
77	77F	С	1	0	a)	ay be inoperative provided: Valve is deactivated closed, a FCAC remains OFF.	nd		
	CAC Cargo emperature Control								
-61-08-01									
*** Pá	assenger	D	1	0	a)	ay be inoperative provided: FCAC shutoff valve is deactive closed, and FCAC remains OFF.	ated		
-61-08-02									
77	77F	С	1	0		ay be inoperative provided:  Lower forward cargo flow regunder valve is deactivated closed, are FCAC remains OFF.			
*** Te	CAC Duct emperature Sensing ystem (777F)	D	1	0		ay be inoperative provided: Lower aft cargo zone trim air r valve is deactivated closed, ar ACAC remains OFF.			

	PARTMENT OF TRANS AL AVIATION ADMINIST			1 <b>V</b>	MASTER MINIMUM EQUIPMENT LIST
AIRCRA					REVISION NO: 18b PAGE:
	BOEING B-7	777			DATE: 06/13/2012 21-49
SYSTEM	1& ITEM	1.	2.	NUMI	BER INSTALLED
SEQUEN NUMBEI	NCE			3.	NUMBER REQUIRED FOR DISPATCH
21 AID (	CONDITIONING				4. REMARKS OR EXCEPTIONS
ZI AIIX	CONDITIONING			l I	
-61-10 ***	ACAC Cargo Compartment Temperature Sensing System (777F)	D	1	0	May be inoperative provided ACAC remains OFF.
-61-11 ***	ACAC Cargo Zone Trim Air Modulation Valve (777F)	D	1	0	(M) May be inoperative provided:  a) Valve is deactivated closed, and b) ACAC remains OFF.
-61-12 ***	ACAC Cargo Temperature Control (777F)	D	1	0	(M) May be inoperative provided:  a) Lower aft cargo flow regulating valve is deactivated closed, and  b) ACAC remains OFF.
-61-13	MDAC Duct Temperature Sensing System (777F)	С	2	0	(M) May be inoperative provided associated main deck cargo zone trim air modulation valve is deactivated closed.
-61-14	MDAC Cargo Compartment Temperature Sensing System (777F)	С	2	0	
-61-15	MDAC Cargo Zone Trim Air Modulation Valves (777F)	С	2	0	(M) May be inoperative provided valve is deactivated closed.
-61-16	MDAC Cargo Temperature Controls (777F)	С	2	0	

U.S. DEPARTMENT OF TRANSPOR	TATIC	N			
FEDERAL AVIATION ADMINISTRATI	ION			MASTER MINIMUM EC	QUIPMENT LIST
AIRCRAFT: BOEING B-777				REVISION NO: 18b	PAGE:
BOLING B-111				DATE: 06/13/2012	21-50
SYSTEM & ITEM	2.			TALLED	
SEQUENCE NUMBERS		3.		REQUIRED FOR DISPAT	
21 AIR CONDITIONING			j '	CLIVITATIO ON EXOLITATION	S
-61-17 Equipment Cooling Duct Temperature Sensing System (777F)					
-61-17-01					
Without PRR 62273 C or Production Equivalent Incorporated	1	0	(a) (b)	May be inoperative provided Equipment cooling trim air valve is deactivated closed Equipment cooling three-w deactivated closed, and Procedures are established verify main deck cargo com remains empty or contains empty cargo handling equipmay be loaded in ULDs), o	modulation , ay valve is d and used to apartment only ballast, bment (ballast
			NOTE	Operator MELs must define are approved for inclusion i kits and which materials cal ballast.	n the fly away
-61-17-02  With PRR 62273 or C  Production Equivalent Incorporated	1	0	a)	valve is deactivated closed Equipment cooling three-w deactivated open, and	modulation , ay valve is ontinuously

PARTMENT OF TRANSF AL AVIATION ADMINIST FT: BOEING B-7	RATI		N	MASTER MINIMUM EQUIPMENT LIST
FT:		ON		WASTER WIINWINDIN EQUIT WILLIAT EIST
BOEING B-7				REVISION NO: 18b PAGE:
	//			DATE: 06/13/2012 21-51
Л&	1.	2.	NUME	BER INSTALLED
NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
RS				4. REMARKS OR EXCEPTIONS
CONDITIONING				
Equipment Cooling Trim Air Modulation Valve (777F)				
01				
Without PRR 62273 or Production Equivalent Incorporated	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Valve is deactivated closed,</li> <li>b) Equipment cooling three-way valve is deactivated closed, and</li> <li>c) Procedures are established and used to verify main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.</li> </ul>
				NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
With PRR 62273 or Production Equivalent Incorporated	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Valve is deactivated closed,</li> <li>b) Equipment cooling three-way valve is deactivated open, and</li> <li>c) Both packs are operated continuously while three-way valve is deactivated open.</li> </ul>
Supernumerary Duct Temperature Sensing System (777F)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Supernumerary zone trim air modulation valve is deactivated closed, and</li> <li>b) Supernumerary and crew rest areas are not occupied.</li> </ul>
	Valve (777F)  01  Without PRR 62273 or Production Equivalent Incorporated  02  With PRR 62273 or Production Equivalent Incorporated  Supernumerary Duct Temperature Sensing	Equipment Cooling Trim Air Modulation Valve (777F)  01 Without PRR 62273 C or Production Equivalent Incorporated  02 With PRR 62273 or Production Equivalent Incorporated  C Supernumerary Duct Temperature Sensing	Equipment Cooling Trim Air Modulation Valve (777F)  01 Without PRR 62273 C 1 or Production Equivalent Incorporated  02 With PRR 62273 or C Production Equivalent Incorporated  C 1 Supernumerary Duct Temperature Sensing	Equipment Cooling Trim Air Modulation Valve (777F)  01 Without PRR 62273 C 1 0 or Production Equivalent Incorporated  02 With PRR 62273 or C Production Equivalent Incorporated  Supernumerary Duct C Temperature Sensing

	PARTMENT OF TRANS LL AVIATION ADMINIST			Ν	MASTER MINIMUM EQUIPMENT LIST					
AIRCRAI			1011		REVISION NO: 18b PAGE:					
					DATE: 06/13/2012 21-52					
SYSTEM		1.	2.		NUMBER INSTALLED					
SEQUEN NUMBER	NCE			3.	NUMBER REQUIRED FOR DISPATCH					
24 AID (	CONDITIONING				4. REMARKS OR EXCEPTIONS					
ZI AIN	CONDITIONING			l i						
-61-20	Supernumerary Zone Trim Air Modulation Valve (777F)	С	1	0	(M) May be inoperative provided:  a) Valve is deactivated closed, and b) Supernumerary and crew rest areas are not occupied.					
-61-21	Supernumerary Temperature Control (777F)	С	1	0						
-62-01	Trim Air Control Systems									
-62-01-0	01									
	Passenger									
-62-01-01A C		С	2	1	(O) May be inoperative provided:  a) Associated trim air switch remains off, and  b) For FCAC installed and right trim air					
					switch selected off, FCAC remains OFF.					
-62-01-0	01B	С	2	0	(O) May be inoperative provided:  a) Both trim air switches remain off, b) Both packs operate normally, and c) For FCAC installed, FCAC remains OFF.					
					(Continued)					

U.S. DEPARTMENT OF TRANSPOR	TATIO	N	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRAT	ION		
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:
BOLINOBITI			DATE: 06/13/2012 21-53
SYSTEM & 1.	2.	NUME	BER INSTALLED
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
NOMBERO			4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING			
-62-01 Trim Air Control Systems (Cont'd)			
-62-01-02 777F			
-62-01-02-01			
Without PRR 62273 C or Production Equivalent Incorporated	2	1	<ul> <li>(M)(O) Right trim air control system may be inoperative provided: <ul> <li>a) Right trim air switch remains off,</li> <li>b) Equipment cooling three-way valve is deactivated closed,</li> <li>c) FCAC remains OFF, and</li> <li>d) Procedures are established and used to verify main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.</li> </ul> </li> </ul>
62.04.02.02			NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
-62-01-02-02 With PRR 62273 or C Production Equivalent Incorporated	2	1	<ul> <li>(M)(O) Right trim air control system may be inoperative provided: <ul> <li>a) Right trim air switch remains off,</li> <li>b) Equipment cooling three-way valve is deactivated open,</li> <li>c) Both packs are operated continuously while three-way valve is deactivated open, and</li> <li>d) FCAC remains OFF.</li> </ul> </li> </ul>

U.S. DEPARTMENT OF TRANSPO	RTATIC	DN	MASTER MINIMUM EQUIPMENT LIST						
FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:						
DOLINO D-111			DATE: 06/13/2012 21-54						
SYSTEM & 1.	2.	NUME	BER INSTALLED						
SEQUENCE ITEM		3.	NUMBER REQUIRED FOR DISPATCH						
NUMBERS			4. REMARKS OR EXCEPTIONS						
21 AIR CONDITIONING									
-62-02 Trim Air Pressure Regulating/Shutoff Valves (PRSOVs)									
-62-02-01 Passenger									
-62-02-01A C	2	1	(M)(O) One may be inoperative provided:  a) Associated valve is locked closed, and b) For FCAC installed and right trim air PRSOV locked closed, FCAC remains OFF.						
-62-02-01B C	2	0	(M)(O) May be inoperative provided:  a) Both valves are locked closed, b) Both packs operate normally, and c) For FCAC installed, FCAC remains OFF.						
-62-02-02									
777F									
-62-02-02-01  Without PRR 62273 C or Production Equivalent Incorporated	2	1	<ul> <li>(M)(O) Right trim air PRSOV may be inoperative provided: <ul> <li>a) Right trim air PRSOV is locked closed,</li> <li>b) Equipment cooling three-way valve is deactivated closed,</li> <li>c) FCAC remains OFF, and</li> <li>d) Procedures are established and used to verify main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> <li>(Continued)</li> </ul>						

U.S. DE	PARTMENT OF TRANS	POR	TATIO	N						
FEDER/	AL AVIATION ADMINIST	RAT	ION	MASTER MINIMUM EQUIPMENT LIST						
AIRCRAFT:					REVISION NO: 18b	PAGE:				
	BOEING B-7	7 7 7			DATE: 06/13/2012	21-55				
SYSTEM	1 & ITEM	1.	2.	NUMI	BER INSTALLED					
SEQUE! NUMBE	NCE			3.	3. NUMBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTIONS					
21 AIR (	CONDITIONING		ļ							
-62-02	Trim Air Pressure Regulating/Shutoff Valves (PRSOVs) (Cont'd)									
-62-02-	02									
	777F (Cont'd)									
62.02	,									
-62-02-	02-02 With PRR 62273 or Production Equivalent Incorporated	С	2	1	<ul> <li>(M)(O) Right trim air PRSOV may be incorprovided:</li> <li>a) Right trim air PRSOV is locked</li> <li>b) Equipment cooling three-way value deactivated open,</li> <li>c) Both packs are operated conting while three-way valve is deactive open, and</li> <li>d) FCAC remains OFF.</li> </ul>	closed, alve is				
-62-03	Trim Air FAULT Lights	С	2	0						
-71-01 ***	Flight Deck Humidification System	D	1	0	(M) May be inoperative off provided the associated water supply is shutoff.	•				
-73-01	Ozone Converters									
-73-01-	01									
	Passenger	С	2	0	As required by FAR.					
-73-01-	02									
	777F	D	2	0						

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U.S. DEPARTMENT	EQUIPMENT LIST					
FEDERAL AVIATION	N ADMINISTRAT	ION		İ	DEVIOLONING 401	DAOE
AIRCRAFT:	BOEING B-777				REVISION NO: 18b	PAGE:
					DATE: 06/13/2012	22-1
SYSTEM &	1. ITEM	2.			STALLED	
SEQUENCE NUMBERS	112111		3.		ER REQUIRED FOR DISP	
		-		4. F	REMARKS OR EXCEPTIO	NS
22 AUTOFLIGHT						
-11-01 Autopilot F Director Co (AFDC)						
-11-01A	С	3	2	a) b)	One may be inoperative p Associated AFDC is dea Associated AFDC backd deactivated, and Approach minimums do of the associated autopil	ctivated, rive actuator is not require use
-11-01B	С	3	1	inoper a)	operative AFDC operates Both flap/slat control land normally,	ctivated, operative, the rive actuator is ed with the s normally, es operate ystem channels
-11-01C	В	3	0	a) b)	duration is acceptable to	ed, stuators are not require use ts and segment flight crew, and

U.S. DEF	PARTMENT OF TRANS	MASTER MINIMUM EQUIPMENT LIST			
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMOM EQUIPMENT LIST
AIRCRA					REVISION NO: 18b PAGE:
	BOEING B-7	///			DATE: 06/13/2012 22-2
CVCTEN	1.0	1.	2.	NUME	BER INSTALLED
SYSTEM SEQUEN	11 - 1/			3.	NUMBER REQUIRED FOR DISPATCH
NUMBER	RS				4. REMARKS OR EXCEPTIONS
22 AUT	OFLIGHT				
-11-02	Autopilot Backdrive Actuator Systems				
-11-02A		С	2	1	(M)(O) One may be inoperative provided:  a) Associated AFDC backdrive actuator is
					deactivated, b) Opposite AFDC operates normally, and
					c) Approach minimums do not require use
					of the associated autopilot.
-11-02B		В	2	0	(M)(O) May be inoperative provided:  a) Both AFDC backdrive actuators are
					deactivated,
					<ul> <li>b) Approach minimums do not require use of the autopilots,</li> </ul>
					c) Number of flight segments and segment duration is acceptable to flight crew, and
					<ul> <li>d) Enroute operations do not require use of the autopilots.</li> </ul>
44.00		•		,	
-11-03	Autopilot Mode Control Panel Lanes	С	2	1	
-11-04	Mode Control Panel Windows				
-11-04-0	01				
	Airspeed	С	1	0	May be inoperative provided selected airspeed
	(IAS - MACH)				indications on both PFDs operate normally.
-11-04-0	)2 Heading	С	1	0	May be inoperative provided selected heading
	(HDG - TRK)	C	ı	U	indications on both PFDs operate normally.
-11-04-(	03				
	Vertical Speed	С	1	0	May be inoperative provided selected vertical
	(V/S - FPA)				speed indications on both PFDs operate normally.
					(Continued)
					(55.1.11455)

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIS									
FEDERAL AVIATION ADMINIST	RATI	ON	DE 1/2/21/10 10 DAGE						
AIRCRAFT: BOEING B-777				REVISION NO: 18b PAGE:					
		1		DATE: 06/13/2012 22-3					
SYSTEM &		2.	2. NUMBER INSTALLED						
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH					
NOMBERO				4. REMARKS OR EXCEPTIONS					
22 AUTOFLIGHT									
-11-04 Mode Control Panel Windows (Cont'd)									
-11-04-04									
Altitude (ALTITUDE)	С	1	0	May be inoperative provided selected altitude indications on both PFDs operate normally.					
-11-04-05									
Window Lighting	В	1	0	May be inoperative provided: <ul> <li>a) Selected airspeed indications on both PFDs operate normally,</li> <li>b) Selected heading indications on both PFDs operate normally,</li> <li>c) Selected vertical speed indications on both PFDs operate normally, and</li> <li>d) Selected altitude indications on both PFDs operate normally.</li> </ul>					
-11-05 Mode Control Panel Selectors									
-11-05-01									
V/S - FPA Selector (DOWN & UP)	С	1	0						
-11-05-02									
BANK LIMIT Selector (AUTO, 5, 10, 15, 20, 25)	С	1	0						
-11-05-03									
Altitude Increment Selector (AUTO, 1000)	С	1	0	(O) May be inoperative provided selector is verified to be in AUTO position.					
				(Continued)					

U.S. DEPARTMENT OF	TRANSPOR	TATIO	ON MASTER MINIMUM EQUIPMENT LIST				
FEDERAL AVIATION A	DMINISTRATI	ON		WAOTER WHATWOW EQUITIVE INTENTENT			
AIRCRAFT:	EING B-777			REVISION NO: 18b PAGE:			
				DATE: 06/13/2012 22-4			
SYSTEM &	1.	2.	NUME	BER INSTALLED			
SEQUENCE NUMBERS	:M		3.	NUMBER REQUIRED FOR DISPATCH			
NOMBERO				4. REMARKS OR EXCEPTIONS			
22 AUTOFLIGHT							
-11-05 Mode Control Selectors (Cont'd)	Panel						
-11-05-04 Selector Push Functions							
-11-05-04-01							
IAS - MACH	С	1	0				
-11-05-04-02							
HDG - TRK SE	EL C	1	0				
-11-05-04-03 ALTITUDE	С	1	0				
-11-06 Mode Control Switches	Panel						
-11-06-01 A/P Engage S	witches						
-11-06-01A	С	2	1				
-11-06-01B	В	2	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Approach minimums do not require use of the autopilots,</li> <li>b) Number of flight segments and segment duration is acceptable to flight crew, and</li> <li>c) Enroute operations do not require use of the autopilots.</li> </ul> </li> <li>(Continued)</li> </ul>			

FEDERAL AVIATION ADMINIS		TATIO ION	N	MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:	OTIVATI		REVISION NO: 18b PAGE:						
BOEING B-777									
				DATE: 06/13/2012 22-5					
SYSTEM & ITEM	1.	2.							
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH					
00 AUTOFULOUT				4. REMARKS OR EXCEPTIONS					
22 AUTOFLIGHT									
-11-06 Mode Control Panel Switches (Cont'd)									
-11-06-02 Autothrottle Arm Switches (A/T ARM L, R)									
-11-06-02A	С	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Associated servo motor is deactivated,</li> <li>b) Both thrust levers are manually set for takeoff and go-around thrust, and</li> <li>c) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul>					
-11-06-02B	С	2	0	May be inoperative provided:  a) Approach minimums do not require autothrottle use, and b) Flight remains within 180 minutes of landing at a suitable airport.					
-11-06-03									
A/T Engage Switch	С	1	0	May be inoperative provided:  a) Approach minimums do not require autothrottle use, and b) Flight remains within 180 minutes of landing at a suitable airport.					
-11-06-04									
F/D Switches	С	2	0	May be inoperative provided approach minimums do not require flight director use.					
-11-06-05 IAS - MACH Reference Switch	С	1	0	May be inoperative provided IAS is displayed in associated window.					

BOEING B- ITEM  TT  Control Panel nes d)			NUMI 3.	REVISION NO: 18b PAGE:  DATE: 06/13/2012 22-6  BER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
ITEM  HT  Control Panel nes d)		2.		DATE: 06/13/2012 22-6 BER INSTALLED NUMBER REQUIRED FOR DISPATCH
HT Control Panel nes d)	1.	2.		BER INSTALLED  NUMBER REQUIRED FOR DISPATCH
HT Control Panel nes d)	1.	2.		NUMBER REQUIRED FOR DISPATCH
HT Control Panel nes d)			3.	· 
Control Panel nes d)				4. REMARKS OR EXCEPTIONS
Control Panel nes d)				
nes d) · TRK				
ence Switch	С	1	0	May be inoperative provided HDG is displayed in associated window.
FPA Reference	С	1	0	
Switch	С	1	0	May be inoperative provided approach minimums do not require use of the autopilot flight director system approach mode.
CON, LNAV, , FLCH, PA, ng/Track HOLD, le HOLD, and Switches	С	8	0	May be inoperative provided enroute operations do not require their use.
ngage Lights	С	11	0	May be inoperative provided the associated mode indications on both PFDs operate normally.
natic Landing m (Autoland)	С	1	0	May be inoperative provided approach minimums do not require its use.
Channel	С	1	0	May be inoperative provided approach minimums do not require its use.
Υ	•	(Autoland)  Channel C	(Autoland) Channel C 1	(Autoland) Channel C 1 0

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIS								
FEDERAL AVIATION ADMINIS	TRAT	ION						
AIRCRAFT: BOEING B-777				REVISION NO: 18b PAGE:				
BOEII40 B				DATE: 06/13/2012 22-7				
SYSTEM & ITEM	1.	2.	NUM	BER INSTALLED				
SEQUENCE TEN			3.	NUMBER REQUIRED FOR DISPATCH				
				4. REMARKS OR EXCEPTIONS				
22 AUTOFLIGHT								
-11-08 Control Wheel Autopilot Disconnect Switches								
-11-08A	С	2	1	One may be inoperative provided:  a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.				
-11-08B	В	2	0	May be inoperative provided: <ul> <li>a) Autopilot is not used,</li> <li>b) Approach minimums do not require use of the autopilot,</li> <li>c) Number of flight segments and segment duration is acceptable to flight crew, and</li> <li>d) Enroute operations do not require use of the autopilot.</li> </ul>				
-11-09 Takeoff/Go-Around (TO/GA) Switches								
-11-09A	С	2	1	One may be inoperative provided approach minimums do not require its use.				
-11-09B	С	2	0	May be inoperative provided:  a) Both thrust levers are operated manually for takeoff and go-around, and b) Autopilot and flight director are not used below 500 feet AGL or MDA, whichever is higher.				
				NOTE: Flight director go-around and windshear guidance are not available with both TO/GA switches inoperative.				
-11-10 Flight Director Systems	С	2	0	May be inoperative provided approach minimums do not require their use.				

U.S. DEPARTMENT OF TRANSPORT FEDERAL AVIATION ADMINISTRAT AIRCRAFT: BOEING B-777		Ν	MASTER MINIMUM EQUIPMENT LIST						
AIRCRAFT:	TION								
,			REVISION NO: 18b PAGE:						
	r		DATE: 06/13/2012 22-8						
SYSTEM & ITEM	2.	NUMBER INSTALLED							
SEQUENCE ITEM NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH						
NOMBERO			4. REMARKS OR EXCEPTIONS						
22 AUTOFLIGHT									
-31-01 Autothrottle System C	1	0	May be inoperative provided:  a) Approach minimums do not require its use, and b) Flight remains within 180 minutes of landing at a suitable airport.  NOTE: Any mode which operates normally may						
			be used.						
-31-02 Autothrottle Servo Motors									
-31-02A C	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Associated servo motor is deactivated,</li> <li>b) Both thrust levers are manually set for takeoff and go-around thrust, and</li> <li>c) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul>						
-31-02B C	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Both servo motors are deactivated,</li> <li>b) Approach minimums do not require use of the autothrottles, and</li> <li>c) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul>						
-31-03 Autothrottle Disconnect Switches									
-31-03A C	2	1	One may be inoperative provided both A/T ARM switches operate normally.						
-31-03B C	2	0	May be inoperative provided:  a) Autothrottles are not armed, b) Approach minimums do not require use of autothrottles, and c) Flight remains within 180 minutes of landing at a suitable airport.						

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST								
FEDERAL AVIATION ADMINIST	TRATI	ION						
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BOLING B-	111			DATE: 06/13/2012 23-1				
SYSTEM &	1.	2.	NUMBER INSTALLED					
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH				
NOWDERS				4. REMARKS OR EXCEPTIONS				
23 COMMUNICATIONS								
-11-01 High Frequency (HF)  *** Communication  Systems								
-11-01A	D	-	-	Any in excess of those required by FAR may be inoperative.				
-11-01B	C	-	1	<ul> <li>(O) May be inoperative while conducting operations that require two LRCS provided: <ul> <li>a) SATCOM voice or data link operates normally,</li> <li>b) Alternate procedures are established and used,</li> <li>c) SATCOM coverage is available over the intended route of flight, and</li> <li>d) Prior coordination with the appropriate ATS facilities is required when Inmarsat Codes for SATCOM voice are not available.</li> </ul> </li> <li>NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.</li> </ul>				
-11-01-01 HF Data Link								
-11-01-01A	С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
-11-01-01B	D	1	0	May be inoperative provided procedures do not require its use.				

U.S. DEPARTMENT OF TRANS	POR	ΓΑΤΙΟ	N	MASTER MINIMUM EQUIPMENT LIST				
FEDERAL AVIATION ADMINIST	RATI	ON		MASTER WINNING EQUI MENT EIGT				
AIRCRAFT: BOEING B-7	777		REVISION NO: 18b PAGE:					
BOLING B 7				DATE: 06/13/2012 23-2				
SYSTEM &	1.	2.	NUME	BER INSTALLED				
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH				
				4. REMARKS OR EXCEPTIONS				
23 COMMUNICATIONS								
-12-01 VHF Communications Systems	D	3	-	Any in excess of those required by FAR may be inoperative provided left VHF radio operates normally.				
-12-01-01								
VHF Data Link								
-12-01-01A	С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
-12-01-01B	D	1	0	May be inoperative provided procedures do not require its use.				
-15-01 Satellite *** Communication (SATCOM) Systems								
-15-01A	D	2	1					
-15-01B	С	-	0	(O) May be inoperative provided:  a) Alternate procedures are established and used, and b) Flight remains within 180 minutes of landing at a suitable airport.				
-15-01C	D	-	0	May be inoperative provided procedures do not require its use.				
				(Continued)				
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U.S. DEPARTMENT OF TRAI	NSPOR <sup>-</sup>	TATIO	N	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINI	STRATI	ION		MASTER MINIMON EQUIPMENT LIST
AIRCRAFT:	BOEING B-777			REVISION NO: 18b PAGE:
BOLING	D-111			DATE: 06/13/2012 23-3
SYSTEM &	1.	2.	NUME	BER INSTALLED
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
NOMBERO				4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
-15-01 Satellite  *** Communication (SATCOM) Systems (Cont'd)	·			
-15-01-01				
SATCOM Voice Systems				
-15-01-01A	С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul>
-15-01-01B	D	-	0	May be inoperative provided procedures do not require its use.
-15-01-02 SATCOM Data Link				
-15-01-02A	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
-15-01-02B	D	1	0	May be inoperative provided procedures do not require its use.

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	AL AVIATION ADMINIST			'IN	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:				REVISION NO: 18b PAGE:
BOEING B-777					DATE: 06/13/2012 23-4
SYSTEM & ITEM SEQUENCE NUMBERS		1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
		-		4. REMARKS OR EXCEPTIONS	
23 CON	IMUNICATIONS				
-21-01	Selective Call System (SELCAL)	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
-24-01	Radio Tuning Panels	С	3	2	One may be inoperative provided left radio tuning panel operates normally.
-24-02 ***	Emergency Locator Transmitter (ELT) (Fixed)				
-24-02A		Α	-	0	(M) May be inoperative provided:  a) System is deactivated, and b) Repairs are made within 90 days.
-24-02E	3	Α	-	0	May be missing provided repairs are made within 90 days.
-24-020		D	-	-	(M) Any in excess of those required by FAR may be inoperative provided system is deactivated.
-24-02	)	D	-	-	Any in excess of those required by FAR may be missing.

U.S. DEPARTMENT OF TRANSPORTATION									
FEDERAL AVIATION ADMINISTR	RATIC	N		MASTER MINIMUM EQUIPMENT LIST					
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	, 1		45	DATE: 06/13/2012 23-5					
SYSTEM & ITEM SEQUENCE	1.	2.							
NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH					
23 COMMUNICATIONS				4. REMARKS OR EXCEPTIONS					
25 COMMONION TO THE		ļ							
-27-01 Data Communication Management System									
27-01A	С	1	0	(O) May be inoperative provided:  a) Alternate procedures are established and used, and b) Flight remains within 180 minutes of landing at a suitable airport.					
-27-01B	С	1	0	(O) May be inoperative provided:     a) Alternate procedures are established and used, and     b) SATCOM voice operates normally.					
-27-01-01  Automatic Dependent Surveillance - Contract (ADS-C) Function	С	1	0	(O) May be inoperative provided alternate procedures are established and used.					
-27-02 Flight Deck Communications System (ACARS Data Link)									
-27-02A	С	1	0	(O) May be inoperative provided:  a) Alternate procedures are established and used, and  b) Flight remains within 180 minutes of landing at a suitable airport.					
-27-02B	С	1	0	(O) May be inoperative provided:     a) Alternate procedures are established and used, and     b) SATCOM voice operates normally.					
-27-02C	D	1	0	May be inoperative provided procedures do not require its use.					

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT:	TION	REVISION NO: 18b PAGE:					
BOEING B-777			REVISION NO. 180 PAGE.				
	1		DATE: 06/13/2012 23-6				
SYSTEM & 1.	2.	NUMI	BER INSTALLED				
SEQUENCE ITEM		3.	NUMBER REQUIRED FOR DISPATCH				
NUMBERS			4. REMARKS OR EXCEPTIONS				
23 COMMUNICATIONS							
	ļ						
-27-03 Item Moved			Revision 18 moved dispatch relief for this equipment to item 46-11-03.				
-31-01 Passenger Address B System (Passenger)	1	0	(O) May be inoperative provided:  a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and  b) Flight attendant chime and call lights operate normally.				
			NOTE: Any passenger address function that operates normally may be used.				
-31-01-01							
Passenger Address C Controller Modes	2	1	(M) One may be inoperative provided operating controller mode is selected.				
-31-01-02							
Lavatory Speakers C	-	-	(O) May be inoperative provided alternate procedures are established and used.				
-31-01-03 Cabin Speakers							
-31-01-03A C	-	-	(M) May be inoperative provided inoperative speakers are not adjacent to each other.				
-31-01-03B C	-	-	(M) No passenger seat, cabin attendant seat or crew rest area bunk may be occupied from which passenger address system is not audible and intelligible; seat must be blocked and placarded DO NOT OCCUPY.				
-31-01-04							
*** Ambient Noise C Sensor (ANS) System	-	-	(O) May be inoperative selected off.				
			(Continued)				

U.S. DEPARTMENT OF TRANS FEDERAL AVIATION ADMINIS			N	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	IKAII	ION		REVISION NO: 18b PAGE:
BOEING B-777				
		T		DATE: 06/13/2012 23-7
SYSTEM & ITEM	1.	2.	<del> </del>	BER INSTALLED
SEQUENCE TILWING			3.	NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
-31-01 Passenger Address System (Passenger) (Cont'd)				
-31-01-05  *** Prerecorded Passenger Announcement System				
-31-01-05A	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
-31-01-05B	D	1	0	May be inoperative provided procedures do not require its use.
-31-02 Personnel Address System (777F)				
-31-02A	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and</li> <li>b) Supernumerary call lights/chimes systems operate normally.</li> </ul>
				NOTE: Any personnel address system function that operates normally may be used.
-31-02B	D	1	0	May be inoperative provided procedures do not require its use.
-39-01 Cabin Area Control Panels (CACP)/Cabin System Control Panels (CSCP) (Passenger)	С	-	1	NOTE: Any CACP/CSCP function that operates normally may be used.
-39-02 Item Moved				Revision 15 moved dispatch relief for this equipment to item 23-39-01.

	PARTMENT OF TRANS AL AVIATION ADMINIST			IN	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: BOEING B-777					REVISION NO: 18b PAGE:
	BOEIITO B 7				DATE: 06/13/2012 23-8
SYSTEM	1 & ITEM	1.	2.	NUME	BER INSTALLED
SEQUE! NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH
			-		4. REMARKS OR EXCEPTIONS
23 CON	IMUNICATIONS				
-41-01	Service Interphone System				
-41-01-0	01 Nose Gear Jack				
-41-01-(	D1A	С	1	0	<ul> <li>(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided:</li> <li>a) Nose gear flight interphone jack operates normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul>
-41-01-0	01B	В	1	0	(O) May be inoperative provided alternate procedures are established and used.
-41-01-0	02				
	Other Than Nose Gear Jacks	D	-	0	May be inoperative provided procedures do not require its use.
-42-01	Cabin Interphone Systems (Passenger)				
-42-01-0	Plight Deck to Cabin, Cabin to Flight Deck, Functions	В	-	-	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, and</li> <li>b) Alternate communications procedures between affected flight attendants station(s) and flight deck are established and used.</li> </ul> </li> <li>NOTE: Any cabin interphone function that operates normally may be used.</li> <li>(Continued)</li> </ul>

U.S. DEPARTMENT OF TRANSPORTATION							
MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION							
AIRCRA		KAII	ION		REVISION NO: 18b PAGE:		
BOEING B-777							
		4		NII IN 41	DATE: 06/13/2012 23-9		
SYSTEM SEQUEN	11 - 11	1.	2.		BER INSTALLED  NUMBER REQUIRED FOR DISPATCH		
NUMBE				3.	4. REMARKS OR EXCEPTIONS		
23 COM	MUNICATIONS		_		4. REMARKS OF EXCEPTIONS		
-42-01	Cabin Interphone Systems (Passenger) (Cont'd)						
-42-01-0	02						
	Cabin to Cabin Functions	В	-	-	(O) May be inoperative provided:         a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, and         b) Alternate communications procedures between affected flight attendants station(s) are established and used.		
					NOTE: Any cabin interphone function that operates normally may be used.		
-42-01-0 ***		_					
***	Flight Deck/Cabin to Crew Rest, Crew	В	-	0	(O) May be inoperative provided alternate procedures are established and used.		
	Rest to Flight Deck/Cabin, Functions				NOTE: Any cabin interphone function that operates normally may be used.		
-42-01-0	04						
	Cabin Interphone Controller Modes	С	2	1	(M) One may be inoperative provided operating controller mode is selected.		
-42-02	Cabin Interphone Alerting Systems (Passenger)						
-42-02-0	01						
	Flight Deck Call System (Lights and EICAS Messages)	В	-	0	NOTE: The flight deck chime must be operative.		
					(Continued)		

U.S. DEPARTMENT OF TRANSPORTATION							
FEDERAL AVIATION ADMINISTRA			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:				
			DATE: 06/13/2012 23-10				
SYSTEM & ITEM	2.	NUMI	BER INSTALLED				
SEQUENCE THEM NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS OR EXCEPTIONS				
23 COMMUNICATIONS							
-42-02 Cabin Interphone Alerting Systems (Passenger) (Cont'd)							
-42-02-02							
Flight Attendant Call B Lights	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) PA system operates normally,</li> <li>b) Lavatory smoke detection alert (audio or visual) operates normally, and</li> <li>c) Alternate procedures for contacting flight attendants are established and used.</li> </ul>				
			NOTE 1: Passenger to attendant call system (excluding wheelchair accessible lavatory) is considered a Non-Essential Equipment and Furnishings (NEF) item.				
			NOTE 2: Any visual alerting system function(s) that operates normally may be used.				
-42-02-03 Flight Attendant B Chime	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) PA system operates normally,</li> <li>b) Lavatory smoke detection alert (visual or audio) operates normally, and</li> <li>c) Alternate procedures for contacting flight attendants are established and used.</li> </ul> </li> <li>NOTE 1: Passenger to attendant call system <ul> <li>(excluding wheelchair accessible lavatory) is considered a Non-Essential Equipment and Furnishings (NEF) item.</li> </ul> </li> </ul>				
			NOTE 2: Any audio alerting system function(s) that operates normally may be used.  (Continued)				
			(Continued)				

U.S. DEPARTMENT OF TRANS			IN	MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:				REVISION NO: 18b PAGE:				
BOEING B-7	77			DATE: 06/13/2012 23-11				
SYSTEM &	1.	2.	NUMBER INSTALLED					
SEQUENCE ITEM NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH				
				4. REMARKS OR EXCEPTIONS				
23 COMMUNICATIONS								
-42-02 Cabin Interphone Alerting Systems (Passenger) (Cont'd)								
-42-02-04								
*** Crew Rest Call Lights/Chimes Systems	В	-	0	<ul> <li>(O) May be inoperative provided:         <ul> <li>a) Associated crew rest cabin interphone handset system operates normally, and</li> <li>b) Alternate procedures for contacting crew rest occupants are established and used.</li> </ul> </li> </ul>				
				NOTE: Any alerting system function that operates normally may be used.				
-42-03 Cabin Interphone Handset Systems (Passenger)								
-42-03-01 Flight Deck								
-42-03-01A	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Flight deck to cabin communication operates normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul>				
-42-03-01B	D	1	0	May be inoperative provided procedures do not require its use.				
				(Continued)				

	U.S. DEPARTMENT OF TRANSPORTATION							
IT LIST	R MINIMUM EQUIPMENT	MASTER		ION	INISTRATI	AL AVIATION ADMIN	FEDERA	
E:	O: 18b PAGE	REVISION NO			0.0		AIRCRAI	
2	3/2012 23-12	DATE: 06/13/			BOEING B-777			
	I	BER INSTALLED	NUME	2.	1.	Л. 8.	SYSTEM	
	O FOR DISPATCH	NUMBER REQUIRED			NCE TIEM	SEQUEN		
	REXCEPTIONS	4. REMARKS OR				KS	NUMBER	
						MUNICATIONS	23 COM	
						Cabin Interphone Handset Systems (Passenger) (Cont'd	-42-03	
						02	-42-03-0	
at es t ative	et of cabin handsets operate et must operate normally a exit doors, and emmunications procedures e affected flight attendant re established and used. eve handset at an inoperati dant seat shall not be satisfy the fifty percent int.	normally, b) One handset each pair of e c) Alternate com between the a station(s) are  NOTE 1: An operative flight attenda counted to s requirement	-	-	В	Cabin		
						03	-42-03-0	
	ive provided alternate blished and used.	(O) May be inoperative procedures are estab	0	-	С	Crew Rests	***	
	System is monitored during	ground opera	0	1	С	Ground Crew Call System	-43-01	
t t	et must operate normally a exit doors, and emmunications procedure e affected flight attendant e established and used.  We handset at an inoperate dant seat shall not be satisfy the fifty percent int.  et function that operates may be used.  ive provided alternate blished and used.  ive provided: System is monitored durications, and	a) Fifty percent normally, b) One handset each pair of ect of Alternate combetween the astation(s) are  NOTE 1: An operative flight attends counted to some requirement.  NOTE 2: Any handse normally materials are estable.  (O) May be inoperative procedures are estable.  (O) May be inoperative procedures are estable.  (O) May be inoperative procedures are estable.		- 1	t'd) B	(Passenger) (Cont'd  02 Cabin  03 Crew Rests  Ground Crew Call	-42-03-0 ***	

DEDARTMENT 0 =	<b></b>					
U.S. DEPARTMENT OF TRANSPOR		Ν	MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRAT	ΓΙΟΝ					
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:			
			DATE: 06/13/2012 23-13			
SYSTEM & TEM	2.	NUMBER INSTALLED				
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH			
NOMBERS			4. REMARKS OR EXCEPTIONS			
23 COMMUNICATIONS						
-45-01 Crew Communication System (777F)						
, ,						
-45-01-01 Flight Deck to						
Supernumerary,						
Supernumerary to Flight Deck,						
Functions						
-45-01-01A C	1	0	(O) May be inoperative provided alternate,			
			normal and emergency procedures, and/or			
			operating restrictions are established and used.			
-45-01-01B D	1	0	May be inoperative provided procedures do not			
40 01 010	'		require its use.			
-45-01-02						
Flight Deck to Crew						
Rest, Crew Rest to Flight Deck,						
Functions						
-45-01-02A C	1	0	(O) May be inoperative provided alternate,			
			normal and emergency procedures, and/or			
			operating restrictions are established and used.			
-45-01-02B D	1	0	May be inoperative provided procedures do not			
			require its use.			

J.S. DEPARTMENT OF TRANS FEDERAL AVIATION ADMINIS			VIV	MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	INAI	ION		REVISION NO: 18b PAGE:			
BOEING B-	777			DATE: 06/13/2012 23-14			
	1.	2.	NUME	BER INSTALLED			
SYSTEM & ITEM SEQUENCE			3. NUMBER REQUIRED FOR DISPATCH				
NUMBERS				4. REMARKS OR EXCEPTIONS			
23 COMMUNICATIONS							
-45-02 Crew Communication Alerting Systems (777F)							
-45-02-01  Flight Deck Call  System (Lights and EICAS Messages)							
-45-02-01A	В	1	0	NOTE: The flight deck chime must be operative.			
-45-02-01B	D	1	0	May be inoperative provided supernumerary area and crew rest remain unoccupied.			
-45-02-02 Supernumerary Call Lights/Chimes Systems							
-45-02-02A	В	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Personnel address system operates</li> <li>normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul> </li> <li>NOTE: Any alerting system function that</li> </ul>			
-45-02-02B	D	1	0	operates normally may be used.  May be inoperative provided supernumerary area			
02 022	_			remains unoccupied.			
				(Continued)			

U.S. DEPARTMENT OF TRANSPORTATION						
FEDERAL AVIATION ADMINISTRA		JIN	MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	ATION		REVISION NO: 18b PAGE:			
BOEING B-777			DATE: 06/13/2012 23-15			
1	1. 2.	NI IMI	BER INSTALLED			
SYSTEM & ITEM SEQUENCE	1. 2.	3.	NUMBER REQUIRED FOR DISPATCH			
NUMBERS			4. REMARKS OR EXCEPTIONS			
23 COMMUNICATIONS						
-45-02 Crew Communication Alerting Systems (777F) (Cont'd)						
-45-02-03 Crew Rest Call Lights/Chimes Systems						
-45-02-03A E	3 1	0	(O) May be inoperative provided:         a) Personnel address system operates normally, and         b) Alternate procedures are established and used.			
			NOTE: Any alerting system function that operates normally may be used.			
-45-02-03B	) 1	0	May be inoperative provided crew rest remains unoccupied.			
-45-03 Crew Communication Handset Systems (777F)						
-45-03-01 Supernumerary Handset						
-45-03-01A (	C -	0	(O) May be inoperative provided alternate procedures for communication with supernumerary occupants are established and used.			
-45-03-01B	O -	0	May be inoperative provided procedures do not require its use.			
			(Continued)			

U.S. DEI	PARTMENT OF TRANS	POR.	TATIO	N	MASTER MINIMUM EQUIPMENT LIST			
FEDERA	AL AVIATION ADMINIS	ΓRΑΤ	ION					
AIRCRAFT: BOEING B-777					REVISION NO: 18b PAGE:			
	BOEING B-	111			DATE: 06/13/2012 23-16			
SYSTEM	1 <i>S</i> .	1.	2.	NUMBER INSTALLED				
SEQUE	NCE TIEM			3.	NUMBER REQUIRED FOR DISPATCH			
NUMBEI	RS				4. REMARKS OR EXCEPTIONS			
23 COM	IMUNICATIONS		-					
-45-03	Crew Communication Handset Systems (777F) (Cont'd)							
45.00.7	,							
-45-03-0	Crew Rest Handset							
4= 00 4		_						
-45-03-0	J2A	С	1	0	(O) May be inoperative provided alternate procedures for communication with crew rest occupants are established and used.			
-45-03-0	)2B	D	1	0	May be inoperative provided procedures do not require its use.			
-46-01	Cargo Interphone/Intercom System (777F)							
-46-01A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.			
					NOTE: Any cargo interphone/intercom function that operates normally may be used.			
-46-01B	1	D	1	0	May be inoperative provided procedures do not require its use.			
			1					

U.S. DEPARTMENT OF TRAN FEDERAL AVIATION ADMINIS			Ν	MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	) I IVA I	1014		REVISION NO: 18b PAGE:		
BOEING B	-777			DATE: 06/13/2012 23-17		
	1.	2.	NII IMI	BER INSTALLED		
SYSTEM & ITEM SEQUENCE	1.	۷.		NUMBER REQUIRED FOR DISPATCH		
NUMBERS			J.	4. REMARKS OR EXCEPTIONS		
23 COMMUNICATIONS		-		4. KEWAKKO OK EXCEL HONO		
-51-01 Flight Interphone System						
Nose Gear Jack						
-51-01-01A	С	1	0	<ul> <li>(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided:</li> <li>a) Nose gear service interphone jack operates normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul>		
-51-01-01B	В	1	0	(O) May be inoperative provided alternate procedures are established and used.		
-51-01-02						
Main Equipment Center (MEC) Jacks	D	-	0	May be inoperative provided procedures do not require its use.		
-51-02 Flight Deck Speakers	С	2	0	May be inoperative provided:  a) Procedures do not require their use, and b) Associated headset earphones or headphones are installed and operate normally.		
-51-03 Flight Deck Hand *** Microphones						
-51-03A	С	-	0	May be inoperative or missing provided associated boom microphone operates normally.		
-51-03B	D	-	0	May be inoperative or missing provided procedures do not require their use.		

U.S. DEPA	ARTMENT OF TRANSI	POR	ΓΑΤΙΟ	N	MASTER MINIMUM EQUIPMENT LIST
FEDERAL	AVIATION ADMINIST	RATI	ON		
AIRCRAF	T: BOEING B-7	77			REVISION NO: 18b PAGE:
	BOLINO B-1	' '			DATE: 06/13/2012 23-18
SYSTEM	&	1.	2.	NUME	BER INSTALLED
SEQUENC	CE IIEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS	5				4. REMARKS OR EXCEPTIONS
23 COMM	MUNICATIONS				
	Flight Deck Headsets/ Headphones	D	-	-	Any in excess of those required by FAR may be inoperative.
-51-04-01	I				
	Headset Boom Microphones	Α	-	0	May be inoperative provided:  a) Associated hand microphone is installed
'	viicropriories				and operates normally,
					<ul> <li>b) Flight Data Recorder (FDR) operates normally, and</li> </ul>
					<ul> <li>c) Repairs are made within three flight days.</li> </ul>
					uays.
-51-04-02 Headset Earphones/ C			_	1	Either Captain's or First Officer's
	Headset Earphones/ Headphones	C	_	ı	earphone/headphones may be inoperative
					provided associated flight deck speaker operates normally.
-51-05	Audio Control Panels				
-51-05-01	1				
(	Captain's Audio	С	1	0	(O) May be inoperative provided first observer's
(	Control Panel				audio control panel operates normally.
-51-05-02					[ <u>.</u>
	First Observer's Audio Control Panel	Α	1	0	May be inoperative provided:  a) Captain's audio control panel operates
					normally, and b) Repairs are made within two flight days.
					2/ Repairs are made within two hight days.
-51-05-03 ***	3 Second Observer's	D	_	0	
	Audio Control Panel	٦		J	

	PARTMENT OF TRANS AL AVIATION ADMINIST			NIV	MASTER MINIMUM EQUIPMENT LIST
AIRCRA		10/411		REVISION NO: 18b PAGE:	
	BOEING B-7	777			DATE: 06/13/2012 23-19
		1.	2.	NUMI	BER INSTALLED
SYSTEN SEQUE	11 - 11	••		3.	NUMBER REQUIRED FOR DISPATCH
NUMBE					4. REMARKS OR EXCEPTIONS
23 COM	MUNICATIONS				
-51-06	Microphone (MIC)/Interphone Switches				
-51-06-	01				
	Control Wheel MIC/Interphone Switches	С	2	1	<ul> <li>(M) One may be inoperative provided:         <ul> <li>a) Associated audio control panel</li> <li>MIC/interphone switch operates</li> <li>normally, and</li> <li>b) Affected switch is deactivated open.</li> </ul> </li> </ul>
-51-06-	02				
	Flight Crew Audio Control Panel MIC/Interphone Switches	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Associated control wheel MIC/interphone switch operates normally, and</li> <li>b) Affected switch is verified inoperative open.</li> </ul>
-51-06-	03				
	Glareshield MIC/Interphone Switches	С	2	0	(M) May be inoperative provided the affected switch is deactivated open.
-70-01 ***	Flight Deck Door Visual Surveillance Systems (Passenger)				
-70-01 <i>A</i>		Α	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Repairs are made within three flight days.</li> </ul>
					(Continued)

U.S. DEPARTMENT OF TRAN	SPOR <sup>*</sup>	TATIO	N				
FEDERAL AVIATION ADMINIS	TRAT	ION		MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: BOEING B	-777		REVISION NO: 18b PAGE:				
			NII INAI	DATE: 06/13/2012 23-20			
SYSTEM & SEQUENCE ITEM	1.	2.	3.	NUMBER REQUIRED FOR DISPATCH			
NUMBERS				4. REMARKS OR EXCEPTIONS			
23 COMMUNICATIONS		İ					
-70-01 Flight Deck Door  *** Visual Surveillance Systems (Passenger) (Cont'd)							
-70-01B	С	1	0	(O) May be inoperative provided:     a) A flight deck door viewing port is installed and operates normally, and     b) Alternate procedures are established and used.			
				NOTE: Any visual surveillance system function that operates normally may be used.			
-70-01C	D	1	0	May be inoperative provided procedures do not require its use.			
-70-02 Direct View Camera *** System	С	1	0	(O) May be inoperative provided alternate procedures are established and used.			
-71-01 Cockpit Voice Recorder (CVR) System	Α	1	0	May be inoperative provided:  a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.			
-71-01-01							
*** Backup Battery Power	С	1	0				

	AL AVIATION ADMINIS	ΓRΑΤΙ	ION		
AIRCRA	FT: BOEING B-	777			REVISION NO: 18b PAGE:
					DATE: 06/13/2012 23-21
SYSTEM	11 - 11	1.	2.	l	BER INSTALLED
SEQUEI NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH
			-		4. REMARKS OR EXCEPTIONS
23 CON	MUNICATIONS				
-93-01	Overhead Panel Bus Controllers (OPBC)	В	2	1	<ul> <li>(M)(O) One OPBC may be inoperative provided: <ul> <li>a) The opposite Overhead Panel ARINC</li> <li>629 System (OPAS) is verified to operate normally before each departure,</li> <li>b) One air conditioning pack operates normally,</li> <li>c) Both auto cabin pressure controls operate normally,</li> <li>d) One center system hydraulic demand pump is selected ON for takeoff and landing, and</li> <li>e) For the left OPBC inoperative, the left and right pitot and static air data modules operate normally.</li> </ul> </li> </ul>
-93-02	Overhead Panel Interface Cards (OPIC)				
-93-02 <i>F</i>	<b>A</b>	С	4	3	One may be inoperative provided:  a) One air conditioning pack operates normally, and b) Both center system hydraulic demand pumps operate normally.
-93-02E	3	С	4	3	One may be inoperative provided:  a) One air conditioning pack operates normally, and b) One center system hydraulic demand pump is selected ON for takeoff and landing.
-93-03	Panel Data Concentrator Units (PDCU)	С	2	1	

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U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST  FEDERAL AVIATION ADMINISTRATION									
FEDERAL AVIATION ADMINISTRATION  AIRCRAFT: REVISION NO: 18b PAGE:									
	BOEING B-	777			DATE: 06/13/2012 24-1				
		1.	2.	NUMF	BER INSTALLED				
SYSTEN SEQUE	11 - 11	•			NUMBER REQUIRED FOR DISPATCH				
NUMBE	RS				4. REMARKS OR EXCEPTIONS				
24 ELE	CTRICAL POWER								
-00-1	Electrical Synoptic Display	С	1	0					
-09-01	Electrical Load Management System (ELMS) Power Management Channels	С	6	3	(M) One channel in each ELMS power management panel may be inoperative provided the remaining channel in the associated panel is verified to operate normally before the first flight of each day.				
-11-01	Engine Driven Generator Systems (IDG, GCB)	В	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) APU driven generator operates normally and is used to supply buses of the inoperative channel throughout the flight,</li> <li>b) All generator control units, including the APU, are verified to operate normally,</li> <li>c) Backup AC power system is verified to operate normally before each departure, and</li> <li>d) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul>				
-11-02	Integrated Drive Generator (IDG) Oil Pressure Indication Systems	С	2	0					
-21-01	APU Driven Generator System (Generator, AGCU, APB)	C	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Procedures do not require use of the APU for electrical power,</li> <li>b) Auxiliary Power Breaker (APB) remains open,</li> <li>c) Both engine driven generator systems operate normally,</li> <li>d) Backup AC power system is verified to operate normally before each departure, and</li> <li>e) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul> </li> <li>NOTE: APU may be used as a pneumatic source.</li> </ul>				

EDERA	L AVIATION ADMINIS		TATIO ION	NIV	MASTER MINIMUM EQUIPMENT LIST
AIRCRAF				REVISION NO: 18b PAGE:	
	BOEING B-	777			DATE: 06/13/2012 24-2
SYSTEM	0	1.	2.	NUM	BER INSTALLED
SEQUEN	CE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBER	.5				4. REMARKS OR EXCEPTIONS
24 ELEC	TRICAL POWER				
-22-01	Relays - AC				
-22-01-0	1				
	Ground Handling	С	1	0	(M) May be inoperative provided the equipment on the Ground Handling Bus is deactivated before each departure.
-22-01-0					
	Ground Service Select	С	1	0	(M) Control of the relay may be inoperative provided the relay remains in the engine running position.
-22-01-0	3				
	Ground Service Transfer	С	1	0	(M) Control of the relay may be inoperative provided the relay remains in the engine running position.
	Backup Electrical Power System (Backup Generators, Converter and CCBs)				
-25-01A		С	1	0	May be inoperative provided:  a) Both engine driven generators operate normally, and b) APU generator operates normally.
-25-01B		С	1	0	(M) May be inoperative provided:  a) One backup generator is removed and
					<ul> <li>an appropriate dispatch kit is installed,</li> <li>b) Both engine driven generators operate normally, and</li> <li>c) APU generator operates normally.</li> </ul>
	GEN CONT OFF Lights	С	2	0	

U.S. DEPARTMENT OF TRANSPORTATION										
MASTER MINIMUM EQUIPMENT LIST										
FEDERAL AVIATION ADMINISTRATION  AIRCRAFT: REVISION NO: 18b PAGE:										
BOEING B-	777									
			N.II. IN 45	DATE: 06/13/2012 24-3						
SYSTEM & ITEM SEQUENCE	1.	2.	<u> </u>	SER INSTALLED						
NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
24 ELECTRICAL POWER				4. REWARRS OF EXCEPTIONS						
-28-02 APU GEN OFF Light	С	1	0							
-28-03 BUS TIE ISLN Lights	С	2	0							
-28-04 BACKUP GEN OFF Lights	С	2	0							
-31-01 APU Battery										
-31-01A C			0	(O) May be inoperative provided APU is started before departure and is operated for the entire flight.						
-31-01B	С	1	0	(O) May be inoperative provided:  a) Other procedures do not require use of the APU, and  b) Flight remains within 180 minutes of landing at a suitable airport.						
-31-01C	С	1	0	<ul> <li>(M)(O) May be inoperative removed provided:</li> <li>a) APU battery charger is deactivated,</li> <li>b) Other procedures do not require use of the APU, and</li> <li>c) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul>						
-31-02 APU Battery Charger										
-31-02A	С	1	0	(M)(O) May be inoperative provided:  a) APU battery charger is deactivated, and b) APU is started before departure and is operated for the entire flight.						
-31-02B	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Other procedures do not require use of the APU,</li> <li>b) APU battery charger is deactivated, and</li> <li>c) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul>						

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U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST										
FEDERAL AVIATION ADMINISTRATION										
AIRCRA	FT: BOEING B-7	777			REVISION NO: 18b PAGE:					
	BOLING B-7	11			DATE: 06/13/2012 24-4					
SYSTEM	1 &	1.	2.	NUME	BER INSTALLED					
SEQUE	NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH					
NUMBE	KS				4. REMARKS OR EXCEPTIONS					
24 ELEC	CTRICAL POWER									
			l İ							
-41-01	External Power Systems	С	2	0						
-41-01-0	01									
	AVAIL Lights (Flight Deck)	С	2	0	(O) May be inoperative provided alternate procedures are established and used.					
	(Flight Deck)				procedures are established and used.					
-41-01-0		С	2	0	(O) May be ineperative provided elternate					
	ON Lights C (Flight Deck)				(O) May be inoperative provided alternate procedures are established and used.					
-41-01-0	n3									
External Power C		2	0	(O) May be inoperative provided alternate						
	Connected Lights (External Power				procedures are established and used.					
	Panel)									
-41-01-0	04									
	External Power Not In Use Lights (External	С	2	0	(O) May be inoperative provided alternate procedures are established and used.					
	Power Panel)				procedures are established and used.					
-41-02	Bus Power Control	С	1	0						
	Unit									
-61-01	Ground Handling	С	1	0						
	Transformer Rectifier Unit									
	O'III									

U.S. DEPARTMENT OF TRANS			N	MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINIST	RATI	ON					
AIRCRAFT: BOEING B-7	77			REVISION NO: 18b PAGE:			
				DATE: 06/13/2012 25-1			
SYSTEM &	1.	2.	NUME	BER INSTALLED			
SEQUENCE TIEM			3.	NUMBER REQUIRED FOR DISPATCH			
NUMBERS				4. REMARKS OR EXCEPTIONS			
25 EQUIPMENT/FURNISHINGS	3						
-11-01 Flight Crew Seats							
-11-01-01							
Power Adjustment Systems	D	2	0	(M) May be inoperative deactivated.			
-11-01-02 Manual Adjustment Systems							
-11-01-02-01							
Recline Systems	Α	2	0	(M) May be inoperative provided:  a) Seat is secured in an upright position acceptable to the affected crewmember, and  b) Repairs are made within two flight days.			
-11-01-02-02							
Vertical Adjustments	Α	2	0	May be inoperative provided:  a) Seat is acceptable to the affected crewmember, and b) Repairs are made within two flight days.			
-11-01-02-03							
Armrests	В	4	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Affected armrest is stowed in the retracted position or removed, and</li> <li>b) Seat is acceptable to affected crewmember.</li> </ul>			
-11-01-02-04							
Lumbar/Thigh Supports	С	4	0	May be inoperative provided seat is acceptable to the affected crewmember.			
-11-01-02-05 Headrests	С	2	0	May be inoperative provided seat is acceptable to the affected crewmember.			

AIRCRAFT: BOEING B-777  BOEING B-777  BOEING B-777  BOEING B-777  BOEING B-777  BOEING B-777  BOEING B-777  BOEING B-777  BOEING B-777  BOEING B-777  BOEING B-777  BOEING B-777  A 1. SEQUENCE NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  25 EQUIPMENT/FURNISHINGS  -11-02-01  First Observer Seat (Including Associated Equipment)  -11-02-01A  A 1 0 May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided: a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided: a) First observer seat is acceptable to the FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided: a) First observer seat is acceptable to the FAA inspector for the performance of official duties, and b) Required minimum safety equipment (safety bett and oxygen) is available, and c) Repairs are made within two flight days.  NOTE 1: These provisos are intended to provide	· · · · · · · · · · · · · · · · · · ·										
AIRCRAFT: BOEING B-777  SYSTEM & ITEM SEQUENCE NUMBERS  1. 2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  -11-02 Observer Seat (Including Associated Equipment)  -11-02-01A  A 1 0 May be inoperative provided:  a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided:  a) Second observer Seat (s) as a second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided:  a) Second observer seat is available, and acceptable to the FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is available, and oxygen) is functional and the inspector determines the conditions to be	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST										
SYSTEM & SEQUENCE NUMBERS  1. 2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  25 EQUIPMENT/FURNISHINGS  -11-02 Observer Seat (Including Associated Equipment)  -11-02-01A  A 1 0 May be inoperative provided:  a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided:  a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided:  a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided:  a) First observer seat is acceptable to the FAA inspector for the performance of official duties, and c) Repairs are made within two flight days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be											
SYSTEM & SEQUENCE NUMBERS  1. 2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  25 EQUIPMENT/FURNISHINGS  -11-02-01 First Observer Seat (Including Associated Equipment)  -11-02-01A A A 1 0 May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C A 1 0 May be inoperative provided: a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C A 1 0 May be inoperative provided: a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C A 1 0 May be inoperative provided: a) First observer seat is acceptable to the FAA inspector for the performance of official duties, and c) Repairs are made within two flight days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be		R-777			REVISION NO: 18b PAGE:						
SEQUENCE NUMBERS  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  5. A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  5. Repairs are made within two flight days.  6. Repairs are made within two flight days.  6. Repairs are made within two flight days.  8. NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be	5021110	, , , ,			DATE: 06/13/2012 25-2						
SEQUENCE NUMBERS  25 EQUIPMENT/FURNISHINGS  -11-02 Observer Seat(s)  -11-02-01  First Observer Seat (Including Associated Equipment)  -11-02-01A  A 1 0 May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01B  A 1 0 May be inoperative provided: a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided: a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided: a) First observer seat is acceptable to the FAA inspector for the performance of official duties, and c) Repairs are made within two flight days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be	SYSTEM &	1.	2.	NUMI	BER INSTALLED						
4. REMARKS OR EXCEPTIONS  5. PROSEMBLE OF THE PROVIDED SET OF THE PR	SEQUENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH						
-11-02 Observer Seat(s)  -11-02-01  First Observer Seat (Including Associated Equipment)  -11-02-01A  A 1 0 May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01B  A 1 0 May be inoperative provided: a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided: a) First observer seat is acceptable to the FAA inspector for the performance of official duties, and c) Repairs are made within two flight days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be	NUMBER 5				4. REMARKS OR EXCEPTIONS						
-11-02-01  First Observer Seat (Including Associated Equipment)  -11-02-01A  A 1 0 May be inoperative provided:  a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01B  A 1 0 May be inoperative provided:  a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided:  a) First observer seat is acceptable to the FAA inspector for the performance of official duties,  b) Require minimum safety equipment (safety belt and oxygen) is available, and c) Repairs are made within two flight days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be	25 EQUIPMENT/FURNISHING	GS									
-11-02-01  First Observer Seat (Including Associated Equipment)  -11-02-01A  A 1 0 May be inoperative provided:  a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01B  A 1 0 May be inoperative provided:  a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided:  a) First observer seat is acceptable to the FAA inspector for the performance of official duties,  b) Require minimum safety equipment (safety belt and oxygen) is available, and c) Repairs are made within two flight days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be											
First Observer Seat (Including Associated Equipment)  -11-02-01A  A  1  0  May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01B  A  1  0  May be inoperative provided: a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A  1  0  May be inoperative provided: a) First observer seat is acceptable to the FAA inspector for the performance of official duties, b) Required minimum safety equipment (safety belt and oxygen) is available, and c) Repairs are made within two flight days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be	-11-02 Observer Seat(s)										
(Including Associated Equipment)  -11-02-01A  A 1 0 May be inoperative provided:  a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01B  A 1 0 May be inoperative provided:  a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided:  a) First observer seat is acceptable to the FAA inspector for the performance of official duties,  b) Required minimum safety equipment (safety belt and oxygen) is available, and c) Repairs are made within two flight days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be	-11-02-01										
a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01B  A 1 0 May be inoperative provided:  a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided:  a) First observer seat is acceptable to the FAA inspector for the performance of official duties,  b) Required minimum safety equipment (safety belt and oxygen) is available, and c) Repairs are made within two flight days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be	(Including Associated	k									
a) Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.  -11-02-01C  A 1 0 May be inoperative provided:  a) First observer seat is acceptable to the FAA inspector for the performance of official duties, b) Required minimum safety equipment (safety belt and oxygen) is available, and c) Repairs are made within two flight days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be	-11-02-01A	А	1	0	a) A passenger seat in the passenger cabin     is made available to an FAA inspector for     the performance of official duties, and						
a) First observer seat is acceptable to the FAA inspector for the performance of official duties, b) Required minimum safety equipment (safety belt and oxygen) is available, and c) Repairs are made within two flight days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be	-11-02-01B	A	1	0	Second observer seat is available, and acceptable to an FAA inspector for the performance of official duties, and						
NOTE 2: The Pilot-in-Command will determine if	-11-02-01C	A	1	0	a) First observer seat is acceptable to the FAA inspector for the performance of official duties, b) Required minimum safety equipment (safety belt and oxygen) is available, and c) Repairs are made within two flight days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be acceptable.  NOTE 2: The Pilot-in-Command will determine if						
the minimum safety equipment is functional for the other persons authorized to occupy an observer seat(s).  (Continued)					functional for the other persons authorized to occupy an observer seat(s).						

U.S. DEPARTMENT OF TRANSPORTATION										
MASTER MINIMUM EQUIPMENT LIST										
FEDERAL AVIATION ADMINISTRATION  AIRCRAFT: REVISION NO: 18b PAGE:										
AIRORA	BOEING B-	777								
				N.II. IN 4F	DATE: 06/13/2012 25-3					
SYSTEN SEQUE	11 - 11	1.	2.	l	BER INSTALLED					
NUMBE				3.	NUMBER REQUIRED FOR DISPATCH					
25 FOL	IPMENT/FURNISHING	S			4. REMARKS OR EXCEPTIONS					
20 240	WEITIN ORTHO	J	l I							
-11-02	Observer Seat(s) (Cont'd)									
-11-02-	02									
***	Second Observer Seat(s) (Including Associated Equipment)	D	-	0	NOTE: The Pilot-in-Command will determine if the minimum safety equipment is functional for the other persons authorized to occupy an observer seat(s).					
-18-01	Flotation Equipment	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided required distribution is maintained.					
-20-01	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.  NOTE: Exterior lavatory door ash trays are not considered NEF items.					

U.S. DEPARTMENT OF TRANSPOR	TATIC	N		MA OTED MINUS		DMENITLIOT
FEDERAL AVIATION ADMINISTRATI	ON			MASTER MININ	WUW EQUI	PMENT LIST
AIRCRAFT: BOEING B-777				REVISION NO: 18	8b	PAGE:
BOLING B-111				DATE: 06/13/2012		25-4
SYSTEM & ITEM	2.	NUME	BER IN	STALLED		
SEQUENCE NUMBERS		3.	NUMB	ER REQUIRED FOR	DISPATCH	
			4.	REMARKS OR EXCE	PTIONS	
25 EQUIPMENT/FURNISHINGS	   					
-25-01 Flight Attendant Seat Assembly (Single or Dual Position)						
-25-01-01						
Required Flight Attendant Seats (Passenger)			positic a) b) c) d) e)	inoperative seat(s) adjacent flight attent passenger seat whit to the inoperative se effectively perform: Alternate procedure used as published i manuals, Folding type seat se is secured in the rei Passenger seat ass attendant is placard ATTENDANT USE  1: An automatic foldi stow automatically inoperative.  2: A seat position wit missing restraint se inoperative.  3: Individual operator with inoperative se locations and come ensure that proxim distribution require applicable FARs a	displaced be occupies eindant seat coich is most seat(s), so a assigned dies are establin crewmentows automotracted possigned to flided FOR FL ONLY.  Ing seat that y is consider than inoperate, will combinations of mity to exits ements of the occupients of the or seats, will combinations of the or seats, will combinations of the occupients occupients of the occupients occupien	assembly  y ither an or the accessible as to most uties, blished and aber  natically or ition, and ght LIGHT  at will not ared  perating ansider the af seats to and

U.S. DEPARTMENT OF TRANSPORTATION								
   FEDERAL AVIATION ADMINISTRAT	TION		MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:			REVISION NO: 18b PAGE:					
BOEING B-777			DATE: 06/13/2012 25-5					
SYSTEM & 1.	2.	NUM	BER INSTALLED					
SEQUENCE ITEM NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH					
			4. REMARKS OR EXCEPTIONS					
25 EQUIPMENT/FURNISHINGS								
-25-01 Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)								
-25-01-01								
Required Flight Attendant Seats (Passenger) (Cont'd)			NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.					
-25-01-02								
Excess Flight C Attendant Seats (Passenger)	-	-	<ul> <li>(M) May be inoperative provided:</li> <li>a) Affected seat position or seat assembly is not occupied, and</li> <li>b) Folding type seat stows automatically or is secured in the retracted position.</li> </ul>					
			NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.					
			NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.					
-25-01-03 *** 777F D	-	-	May be inoperative provided affected seat position or seat assembly is not occupied.					

U.S. DEPARTMENT OF TRANSPORTATION									
FEDERAL AVIATION ADMINISTRAT			MASTER MINIMUM EQUIPMENT LIST						
AIRCRAFT:	IION	REVISION NO: 18b PAGE:							
BOEING B-777									
1.	2.	NII IN AI	DATE: 06/13/2012   25-6 BER INSTALLED						
SYSTEM & ITEM SEQUENCE	۷.	3.	NUMBER REQUIRED FOR DISPATCH						
NUMBERS		3.	4. REMARKS OR EXCEPTIONS						
25 EQUIPMENT/FURNISHINGS			4. REWARKS OR EXCEPTIONS						
20 Equi MENT// CINNOLINA									
-25-02 Passenger Seats (Passenger)	-	-	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Seat does not block an emergency exit,</li> <li>b) Seat does not restrict any passenger from access to the main airplane aisle, and</li> <li>c) Affected seat(s) is blocked and placarded DO NOT OCCUPY.</li> </ul> </li> <li>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</li> <li>NOTE 2: Inoperative seats do not affect the required number of flight attendants.</li> <li>NOTE 3: Affected seat(s) may include the seat(s) helping and/or adjacent outboard seats</li> </ul>						
-25-02-01 Recline Mechanism			behind and/or adjacent outboard seats.						
-25-02-01A D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full up-right position.						
-25-02-01B D	-	-	May be inoperative and seat occupied provided seat back is immovable in the full up-right position.						
-25-02-02			(0) 14						
Underseat Baggage C Restraining Bars	-	-	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Baggage is not stowed under seat with inoperative restraining bar,</li> <li>b) Associated seat is placarded DO NOT STOW BAGGAGE UNDER THIS SEAT, and</li> <li>c) Procedures are established to alert cabin crew of inoperative restraining bar.</li> </ul> </li> <li>(Continued)</li> </ul>						

U.S. DEPARTMENT OF TRANSPOR	TATIC	NNI	
		)IN	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRAT	ION		DEVICIONANO: 40h DAGE:
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:
	ı		DATE: 06/13/2012 25-7
SYSTEM & ITEM	2.	NUME	BER INSTALLED
SEQUENCE TILIVI NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS			
-25-02 Passenger Seats (Passenger) (Cont'd)			
-25-02-03 Armrests			
-25-02-03-01 Armrest With Recline D Mechanism	-	-	<ul> <li>(M) May be inoperative or missing and seat occupied provided: <ul> <li>a) Armrest does not block an Emergency Exit,</li> <li>b) Armrest does not restrict any passenger from access to the main airplane aisle, and</li> <li>c) If armrest is missing, seat is secured in the full upright position.</li> </ul> </li> </ul>
-25-02-03-02			
Armrest Without D Recline Mechanism	-	-	May be inoperative or missing and seat occupied provided:  a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main airplane aisle.
-25-03 Supernumerary Seats D (777F)	-	0	(M) May be inoperative provided:  a) Seat is not occupied, and b) Affected seat(s) is blocked and placarded DO NOT OCCUPY.  NOTE: A seat with an inoperative seat belt is considered inoperative.  (Continued)

U.S. DEPARTMENT OF TRANSPORTATION								
FEDERAL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST				
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BOEING B-	777			DATE: 06/13/2012 25-8				
SYSTEM &	1.	2.	NUME	BER INSTALLED				
SEQUENCE			3.	NUMBER REQUIRED FOR DISPATCH				
NUMBERS				4. REMARKS OR EXCEPTIONS				
25 EQUIPMENT/FURNISHINGS	S							
-25-03 Supernumerary Seats (777F) (Cont'd)								
-25-03-01								
Recline Mechanism								
-25-03-01A	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full up-right position.				
-25-03-01B	D	-	-	May be inoperative and seat occupied provided seat back is immovable in the full up-right position.				
-25-03-02								
Armrests	D	-	0	(M) May be inoperative provided armrest is stowed in retracted position or removed.				
-25-04 Crew/Attendant Rest *** Seats	D	-	0	(M) May be inoperative provided:  a) Seat is not occupied, and  b) Affected seat(s) is blocked and placarded DO NOT OCCUPY.				
				NOTE: A seat with an inoperative seat belt is considered inoperative.				
-25-04-01								
Recline Mechanism								
-25-04-01A	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full up-right position.				
-25-04-01B	D	-	-	May be inoperative and seat occupied provided seat back is immovable in the full up-right position.				
				(Continued)				

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST				
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	BOEING B-777				DATE: 06/13/2012 25-9				
SYSTEM	1.0	1.	2.	NUME	BER INSTALLED				
SEQUEN	ICE TIEM			3.	NUMBER REQUIRED FOR DISPATCH				
NUMBER	RS				4. REMARKS OR EXCEPTIONS				
25 EQU	IPMENT/FURNISHINGS	;							
-25-04 ***	Crew/Attendant Rest Seats (Cont'd)	D	-	0					
-25-04-0	)2								
	Armrests	D	-	0	(M) May be inoperative provided armrest is stowed in retracted position or removed.				
-28-01	Storage Bin(s)/Cabin and Galley Storage Compartments/ Closets								
-28-01A		C		-	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Procedures are established to secure the affected bin, compartment or closet in the closed position,</li> <li>b) Associated bin, compartment or closet is prominently placarded DO NOT USE,</li> <li>c) Any emergency equipment located in affected bin, compartment or closet is considered inoperative, and</li> <li>d) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed.</li> </ul> </li> <li>NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</li> <li>(Continued)</li> </ul>				

U.S. DEPARTMENT OF TRANSPORTATION								
FEDERAL AVIATION ADMINISTRATION  MASTER MINIMUM EQUIPMENT LIST								
AIRCRAFT: BOEING B-777				REVISION NO: 18b		PAGE:		
BOEING B-111				DATE: 06/13/2012		25-10		
SYSTEM & TEM	2.	NUMI	BER INS	TALLED				
SEQUENCE ITEM NUMBERS		3.	NUMBE	R REQUIRED FOR DI	SPATCH	1		
NOMBERO			4. F	REMARKS OR EXCEP	TIONS			
25 EQUIPMENT/FURNISHINGS								
-28-01 Storage Bin(s)/Cabin and Galley Storage Compartments/ Closets (Cont'd)								
-28-01B C		-	a) b) c) d) e) f)	prominently placarde	oors, afformation afformation and pass partment of the fixed and pass partment of the fixed that a set is not the fixed and partment overhead ive.	d door is racted (fully closet is ms, except closet is DT USE, and used to engers of ts or ffected bin, to be used ditions are d bin is cocated in at or closet		
-28-01-01 Multi Latch/Quarter C Turn Lug Installations	-	-	inopera	tch/lug per compartment ative provided: Remaining latch(es)/l compartments operat If affected compartments galley cart, the cart re	ug(s) on es norm ent is use	affected ally, and ed for a		
			(Contin	nued)				

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AIIVOIVA	BOEING B-7	77							
			1		DATE: 06/13/2012 25-11				
SYSTEM	11 - 1/1	1.	2.	NUMBER INSTALLED					
SEQUE!	NCE			3.	NUMBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
25 EQU	IPMENT/FURNISHINGS	3							
-28-01	Storage Bin(s)/Cabin and Galley Storage Compartments/ Closets (Cont'd)								
-28-01-	02								
***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.				
-28-02 ***	Overhead Cross Aisle Stowage (OCAS) System	D	-	0	(M) May be inoperative provided affected OCAS is deactivated closed.				
-28-02-	01								
	Electric Extend/Retract Function	D	-	0	(M) May be inoperative provided associated electric motor is deactivated.				
-29-01 ***	Flight Crew Rest (FCR) Door								
-29-01 <i>A</i>		С	-	0	(M) May be inoperative provided associated FCR is deactivated closed.				
					NOTE: This provision is not intended to prohibit FCR inspections by crewmembers.				
-29-01E	3	С	-	0	(M) May be inoperative provided associated FCR door is removed.				
-29-01-	01								
	Door Lock	С	-	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated FCR door lock is deactivated in the unlocked position, and</li> <li>b) Associated FCR door opens and closes normally.</li> </ul>				

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AIRCRA	777			REVISION NO: 18b PAGE:	
	BOEING B-	111			DATE: 06/13/2012 25-12
SYSTEM	1 &	1.	2.	NUME	BER INSTALLED
SEQUE	NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	RS				4. REMARKS OR EXCEPTIONS
25 EQU	IPMENT/FURNISHING	S			
-29-02 ***	Main Deck Crew Rest (MDCR)/Main Deck Flight Crew Rest (MDFCR) Door				
-29-02 <i>P</i>	<b>A</b>	С	-	0	(M) May be inoperative provided MDCR/MDFCR is deactivated closed.
					NOTE: This provision is not intended to prohibit MDCR/MDFCR inspections by crewmembers.
-29-02E	3	С	-	0	(M) May be inoperative provided MDCR/MDFCR door is removed.
-29-02-	01				
	Door Lock	С	-	0	<ul> <li>(M) May be inoperative provided:         <ul> <li>a) Associated MDCR/MDFCR door lock is deactivated in the unlocked position, and</li> <li>b) Associated MDCR/MDFCR door opens and closes normally.</li> </ul> </li> </ul>
-29-03 ***	Overhead Flight Crew/Attendant Rest	С	-	0	(M) May be inoperative provided associated crew/attendant rest is deactivated closed.
	Door (Includes FSI Installation)				NOTE: This provision is not intended to prohibit crew/attendant rest inspections by crewmembers.
-29-03-	01				
	Door Lock	С	-	0	(M) May be inoperative provided:  a) Associated OFCR/OFAR door lock is deactivated in the unlocked position, and b) Associated OFCR/OFAR door opens and closes normally.

U.S. DE	PARTMENT OF TRANS	POR <sup>-</sup>	ΓΑΤΙΟ	N	MASTER MINIMUM EQUIPMENT LIST
FEDERA	AL AVIATION ADMINIST	RATI	ON		
AIRCRAFT: BOEING B-777					REVISION NO: 18b PAGE:
			Ι		DATE: 06/13/2012 25-13
SYSTEM	/I & ITEM	1.	2.	NUME	BER INSTALLED
SEQUE! NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH
NONDL					4. REMARKS OR EXCEPTIONS
25 EQU	IPMENT/FURNISHINGS	3			
-29-04 ***	Crew/Attendant Rests (OFCR, OFAR, FCR, MDCR, MDFCR, LLAR)	С	-	0	(M) May be inoperative provided associated crew/attendant rest is deactivated closed.  NOTE: This provision is not intended to prohibit
	LLAN				crew/attendant rest inspections by crewmembers.
-29-05 ***	Lower Lobe Attendant Rest (LLAR) Entrance	С	1	0	(M) May be inoperative provided LLAR is deactivated closed.
	Enclosure Door				NOTE: This provision is not intended to prohibit LLAR inspections by crewmembers.
-29-05-	01				
	Door Lock	С	1	0	(M) May be inoperative provided:         a) LLAR entrance enclosure door lock is deactivated in the unlocked position, and         b) LLAR entrance enclosure door opens and closes normally.
-30-01	Galley/Cabin Waste Container Access Door/Covers	С	-	-	(M)(O) May be inoperative provided:  a) Associated waste container is empty and access is secured to prevent waste introduction into the waste container, and b) Procedures are established to ensure that sufficient galley/cabin waste containers are available to accommodate all waste that may be generated on a flight.
-41-01	Exterior Lavatory Door Ashtrays				
-41-01-	01				
	Passenger	Α	-	-	One may be missing provided it is replaced within 10 calendar days.
-41-01-	02				
-	777F	Α	1	0	May be missing provided it is replaced within 3 calendar days.

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7	BOEING B-7	77			DATE: 06/13/2012 25-14
		1.	2.	NII IME	BER INSTALLED
SYSTEN SEQUE	11 - 1/1	٠.	۷.	<del></del>	NUMBER REQUIRED FOR DISPATCH
NUMBE				0.	4. REMARKS OR EXCEPTIONS
25 EQU	IPMENT/FURNISHINGS	3			
-41-02	Lavatory Waste Container Flapper/Access Doors	С	-	-	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Associated waste container is empty and access is secured to prevent waste introduction into the waste container,</li> <li>b) Lavatory is used only by crewmembers, and</li> <li>c) Associated lavatory entrance door is locked closed and placarded, INOPERATIVE – DO NOT ENTER.</li> </ul> </li> <li>NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.</li> </ul>
-52-01	Lower Cargo Compartment Lining (Forward and Aft)	С	-	-	(O) May be damaged or missing provided procedures are established and used to verify the associated cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.
					NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
-53-01	Lower Cargo Handling Systems	D	-	0	NOTE: Any portion of the system which operates normally may be used.

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			MASTER MINIMUM EQUIPMENT LIST				
777		REVISION NO: 18b PAGE:					
D-777			DATE: 06/13/2012 25-15				
1.	2.	NUME	BER INSTALLED				
		3.	NUMBER REQUIRED FOR DISPATCH				
GS	-		4. REMARKS OR EXCEPTIONS				
A	-	-	<ul> <li>(M) May be inoperative or missing provided:</li> <li>a) Acceptable cargo loading limits from an approved source, i.e., an approved Cargo Loading Manual or Weight and Balance Manual, are observed, and</li> <li>b) Repairs are made prior to the completion of the next heavy maintenance visit.</li> </ul>				
С	-	-	May be inoperative or missing provided associated cargo compartment remains empty.				
D	-	0	NOTE: Any portion of the system which operates normally may be used.				
A	-	-	<ul> <li>(M) May be inoperative or missing provided:</li> <li>a) Acceptable cargo loading limits from an approved source, i.e., an approved Cargo Loading Manual or Weight and Balance Manual, are observed, and</li> <li>b) Repairs are made prior to the completion of the next heavy maintenance visit.</li> </ul>				
С	-	-	May be inoperative or missing provided associated cargo compartment remains empty.				
	3-777 1.  GS A	1. 2.  C -  D -	1. 2. NUME 3. GS A O				

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AIRCRA	FT: BOEING B-7	777			REVISION NO: 18b PAGE:
	BOLING B-7	11			DATE: 06/13/2012 25-16
SYSTEM	1.8	1.	2.	NUME	BER INSTALLED
SEQUE	NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	KS				4. REMARKS OR EXCEPTIONS
25 EQL	IPMENT/FURNISHINGS	3			
-59-01	Main Deck Cargo Compartment Lining (777F)	С	-	-	(O) May be damaged or missing provided procedures are established and used to verify the main deck cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
-63-01 ***	Emergency Evacuation Signal System	С	1	0	(O) May be inoperative provided alternate procedures are used as primary means of initiating an emergency evacuation.
-63-02	FASTEN SEAT BELT WHILE SEATED Placards	С	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
-63-03 ***	Portable Emergency Locator Transmitter (ELT)	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
-64-01	Megaphones (Passenger)	D	-	2	Any in excess of those required by FAR may be inoperative or missing provided:  a) Inoperative megaphone is removed from passenger cabin, b) Its associated placard is removed or obscured, and c) Required distribution is maintained.
-64-02	Flashlight Holder Assemblies (Including Flashlight)	С	-	-	May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.

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BOEING B-7	777			
		I _		DATE: 06/13/2012 25-17
SYSTEM & ITEM	1.	2.		BER INSTALLED
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
25 EQUIPMENT/FURNISHINGS				4. REMARKS OR EXCEPTIONS
25 EQUIFIMENT/FORMISHINGS	)	ļ		
-64-03 Emergency Medical Equipment				
-64-03-01 First Aid Kit (FAK) and/or Associated Equipment				
-64-03-01A	A	-	-	<ul> <li>(O) If more than one is required by FAR, only one of the required first aid kits may be incomplete, missing or inoperative provided: <ul> <li>a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and</li> <li>b) Repairs or replacements are made within one flight.</li> </ul> </li> </ul>
-64-03-01B	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
-64-03-02  *** Emergency Medical Kit (EMK) and/or Associated Equipment				
-64-03-02A	A	-	0	<ul> <li>(O) May be incomplete, missing or inoperative provided: <ul> <li>a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and</li> <li>b) Repairs or replacements are made within one flight.</li> </ul> </li> </ul>
-64-03-02B	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.  (Continued)

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BOEING B-777			
			DATE: 06/13/2012 25-18
SYSTEM & ITEM	. 2.	NUMI	BER INSTALLED
SEQUENCE TILIVI NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS			
-64-03 Emergency Medical Equipment (Cont'd)			
-64-03-03			
*** Automated External Defibrillators (AED) and/or Associated Equipment			
-64-03-03A A		0	(O) May be incomplete, missing or inoperative
			provided:  a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.
-64-03-03B D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
-64-04 Security Kits			Revision 15 moved relief to MMEL Item 25-20-1.
-64-05 Flight Deck Tool Kit and Associated Equipment			Revision 15 moved relief to MMEL Item 25-20-1.
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	BOEING B-	777			DATE: 06/22/2012 26-1
SYSTEM	1&	1.	2.	NUMI	BER INSTALLED
SEQUEN NUMBER	ICE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
26 FIRE	PROTECTION				
-11-01	Engine Fire Detector Loops				
-11-01-0	)1				
	PW & GE	С	4	2	One per engine may be inoperative.
-11-01-0					
	RR				
-11-01-0	02-01 SB 777-26-0011	С	4	2	One per engine may be inoperative.
	(PRR 61202-38) and SB 777-26-0014 (PRR 61202-39) Incorporated	J	·	_	one per origine may so moperative.
-11-01-0	)2-02				
	All Others	В	4	2	One per engine may be inoperative.
-11-02	Engine Overheat Circuits	С	4	0	
-13-01	Lavatory Smoke Detection Systems				
-13-01-0	)1				
	Passenger	С	-	-	<ul> <li>(M)(O) For each lavatory, may be inoperative provided associated: <ul> <li>a) Lavatory waste container is empty,</li> <li>b) Lavatory door is locked closed and placarded, INOPERATIVE – DO NOT ENTER, and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> </li> <li>NOTE: These provisions are not intended to</li> </ul>
					prohibit lavatory use or inspections by crewmembers.
					(Continued)

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AIRCRA					REVIS	SION NO:	18c	PAGE:
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		1.	2.	NUMF	ER INSTALLE		12	20 2
SYSTEM SEQUEN	11 L N	•		NUMBER REQUIRED FOR DISPATCH				
NUMBE	RS				4. REMAR	RKS OR EX	CEPTIONS	
26 FIRE	PROTECTION							
-13-01	Lavatory Smoke Detection Systems (Cont'd)							
-13-01-0	02							
	777F	D	1	0				
-13-02 ***	Overhead Cross Aisle Stowage (OCAS) Smoke Detection System (Detector, Horn and Light)	D	-	0				
-14-01 ***	Lower Lobe Attendant Rest (LLAR) Smoke Detection System	С	1	0	and b) LLAR NOTE: These prohib	R shutoff val R is deactivate provisions	lve is deactiva	·
14.01.0	24							
-14-01-0	J1 Remote Smoke Detector Channels	С	2	1	One channel aft cargo com operate norm	npartment s		
-14-02 ***	Flight Crew Rest (FCR) Smoke Detection Systems	С	-	0	b) Asso	ciated FCR activated, a ciated FCR	smoke detected nd is deactivate are not inten	d closed.
						nembers.	Sociolis by	
					(Continued)			

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AIRCRA					REVISION NO: 18c PAGE:
	BOEING B-7	//			DATE: 06/22/2012 26-3
SYSTEM	1 &	1.	2.	NUME	BER INSTALLED
SEQUE	NCE TIEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBEI	<b>15</b>				4. REMARKS OR EXCEPTIONS
26 FIRE	PROTECTION				
-14-02 ***	Flight Crew Rest (FCR) Smoke Detection Systems (Cont'd)				
-14-02-0	01				
	Two Bunk FCR - Bunk Smoke Detectors	С	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Associated bunk is not used and personal items are removed, and</li> <li>b) A conspicuous barrier strap or rope is placed across the associated bunk with a placard attached stating that the bunk is not to be used.</li> </ul>
-14-02-0	02				
	Single Bunk FCR - Smoke Detectors	С	-	1	May be inoperative and the bunk used provided one smoke detector operates normally in the associated FCR.
-14-02-0	03				
	Seat Only FCR - Smoke Detectors	С	2	1	
-14-03 ***	Main Deck Crew Rest (MDCR)/Main Deck Flight Crew Rest	С	1	0	(M)(O) May be inoperative provided:  a) Smoke detection system is deactivated, and
	(MDFCR) Smoke Detection System				b) MDCR/MDFCR is deactivated closed.
					NOTE: These provisions are not intended to prohibit MDCR/MDFCR inspections by crewmembers.
-14-03-0	01				
	Bunk Smoke Detectors (MDCR)	С	4	2	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Associated bunk is not used and personal items are removed, and</li> <li>b) A conspicuous barrier strap or rope is placed across the associated bunk with a placard attached stating that the bunk is not to be used.</li> </ul> </li> </ul>

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AIRCRAFT:				REVISION NO: 18c PAGE:				
BOE	ING B-777			DATE: 06/22/2012 26-4				
SYSTEM & ITE	1.	2.	NUMBER INSTALLED					
SEQUENCE NUMBERS	IVI		3.	NUMBER REQUIRED FOR DISPATCH				
26 FIRE PROTECTION		-		4. REMARKS OR EXCEPTIONS				
20 TIKE PROTECTION			   					
-14-04 Overhead Fligh *** Crew/Attendan Smoke Detecti Systems	nt Rest	2	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Inoperative smoke detection system is deactivated, and</li> <li>b) Associated crew rest is deactivated closed.</li> </ul> </li> <li>NOTE: These provisions are not intended to prohibit crew rest inspections by crewmembers.</li> </ul>				
-14-04-01								
Bunk Smoke Detectors	С	-	0	May be inoperative provided:  a) Adjacent aisle/common area smoke detector(s) operate normally, and b) For bunk curtain installed, associated curtain is secured open or removed.				
-14-04-02								
Common Area Detectors	Smoke							
-14-04-02-01								
Overhead Fligh Rest (OFCR)	nt Crew C	-	0	May be inoperative provided:  a) Bunk smoke detector(s) operate normally, and  b) For common area or bunk curtain(s) installed, curtain(s) is secured open or removed.				
-14-04-02-02								
Overhead Fligh Attendant Rest (OFAR)		-	1	May be inoperative provided no more than one bunk smoke detector in adjacent bunk area(s) is inoperative.				
-14-04-03								
*** Aisle Smoke Detectors (OF)	C AR)	-	-	May be inoperative provided adjacent aisle/common area smoke detector(s) operates normally.				
				(Continued)				

U.S. DEF	PARTMENT OF TRANS	POR	TATIO	MASTER MINIMUM EQUIPMENT LIST	
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	202.110 12 7		T		DATE: 06/22/2012 26-5
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					4. REMARKS OR EXCEPTIONS
26 FIRE	PROTECTION				
-14-04 ***	Overhead Flight Crew/Attendant Rest Smoke Detection Systems (Cont'd)				
-14-04-0	)4				
***	Closet Smoke Detector(s)	С	-	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Closet is not used and personal items are removed, and</li> <li>b) A conspicuous barrier strap or rope is placed across the closet door with a placard attached stating the closet is not to be used.</li> </ul>
-14-04-0	05				
***	Vanity Module (Includes Sink With Drink Storage Area) Smoke Detector (OFCR)	С	1	0	May be inoperative provided:         a) All common area smoke detectors operate normally,         b) Stairwell smoke detector operates normally, and         c) For common area curtain installed, common area curtain is secured open or removed.
-14-04-0	06				
	Stairwell Smoke Detector				
-14-04-0	06-01				
***	OFCR Without Lavatory	С	1	0	May be inoperative provided:  a) All common area smoke detectors operate normally, and b) For common area curtain installed, common area curtain is secured open or removed.
					(Continued)

U.S. DEPARTMENT OF TRANSPORT FEDERAL AVIATION ADMINISTRATION		/IN	MASTER MINIMUM EQUIPMENT LIST				
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SYSTEM & ITEM SEQUENCE		NUMBER REQUIRED FOR DISPATCH					
NUMBERS		0.	4. REMARKS OR EXCEPTIONS				
26 FIRE PROTECTION							
-14-04 Overhead Flight  *** Crew/Attendant Rest Smoke Detection Systems (Cont'd)							
-14-04-06 Stairwell Smoke Detector (Cont'd)							
-14-04-06-02 *** OFCR With Lavatory C	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) All common area smoke detectors operate normally,</li> <li>b) For common area curtain installed, common area curtain is secured open or removed, and</li> <li>c) Waste container is empty and access is secured to prevent waste introduction into the waste container.</li> </ul> </li> </ul>				
-14-04-06-03 OFAR C	1	0	May be inoperative provided:  a) All common area smoke detectors operate normally, and  b) For common area curtain installed, common area curtain is secured open or removed.				
-14-04-07  *** Changing Area C  Smoke Detector  (OFAR)	1	0	May be inoperative provided:  a) All common area smoke detectors operate normally,  b) Stairwell smoke detector operates normally, and  c) For changing area curtain installed, changing area curtain is secured open or removed.				
			(Continued)				

U.S. DEPARTMENT OF TRANSPORTATION							
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1.	2.	NUMF	BER INSTALLED				
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NUMBERS			4. REMARKS OR EXCEPTIONS				
26 FIRE PROTECTION							
-14-04 Overhead Flight  *** Crew/Attendant Rest Smoke Detection Systems (Cont'd)							
-14-04-08							
*** Lavatory Smoke C Detector (OFCR)	1	0	May be inoperative provided: <ul> <li>a) All common area smoke detectors operate normally,</li> <li>b) Stairwell smoke detector operates normally, and</li> <li>c) For common area curtain installed, common area curtain is secured open or removed.</li> </ul>				
-14-05 Overhead Flight C  *** Crew/Attendant Rest Smoke Detection Systems (FSI Installation)	2	0	(M)(O) May be inoperative provided:  a) Inoperative smoke detection system is deactivated, and b) Associated crew rest is deactivated closed.				
			NOTE: These provisions are not intended to prohibit crew rest inspections by crewmembers.				
-14-05-01 Bunk Smoke Detectors							
-14-05-01-01 Overhead Flight Crew C Rest (OFCR)	2	0	(M)(O) May be inoperative provided:  a) Common are smoke detection system operates normally, and b) Bunk curtains remain open.  (Continued)				

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST							
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NUMBERS			4. REMARKS OR EXCEPTIONS				
26 FIRE PROTECTION							
-14-05 Overhead Flight  *** Crew/Attendant Rest Smoke Detection Systems (FSI Installation) (Cont'd)							
-14-05-01 Bunk Smoke Detectors (Cont'd)							
-14-05-01-02 Overhead Attendant C Rest (OHAR) Forward and Aft Bunks	2	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Common area smoke detection system operates normally,</li> <li>b) Forward and aft bunks (1, 2, 7 &amp; 8) are not used and personal items are removed, and</li> <li>c) A conspicuous barrier strap or rope is placed across the associated bunk with a placard attached stating that the bunk is not to be used.</li> </ul> </li> </ul>				
-14-05-02 Common Area Smoke Detector							
-14-05-02-01 Overhead Flight Crew C Rest (OFCR)	1	0	(M) May be inoperative provided OFCR is deactivated closed.  NOTE: This provision is not intended to prohibit OFCR inspections by crewmembers.  (Continued)				

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	BOEING B-7	77			DATE: 06/22/2012 26-9
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NUMBE	RS				4. REMARKS OR EXCEPTIONS
26 FIRE	PROTECTION				
-14-05 ***	Overhead Flight Crew/Attendant Rest Smoke Detection Systems (FSI Installation) (Cont'd)				
-14-05-	Common Area Smoke Detector (Cont'd)				
-14-05-					
	Overhead Attendant Rest (OHAR)	С	1	0	(M) May be inoperative provided OHAR is deactivated closed.
					NOTE: This provision is not intended to prohibit OHAR inspections by crewmembers.
-14-05-	03 Vestibule Smoke Detector				
-14-05-	03-01				
	Overhead Flight Crew Rest (OFCR)	С	1	0	May be inoperative provided common and bunk area smoke detectors operate normally.
-14-05-					
	Overhead Attendant Rest (OHAR)	С	1	0	May be inoperative provided common and bunk area smoke detectors operate normally.

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			DATE: 06/22/2012 26-10
SYSTEM & ITEM	2.	NUMI	BER INSTALLED
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION			
-15-01 APU Fire Detection System			
-15-01A C	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Other procedures do not require use of APU,</li> <li>b) APU selector switch remains in the OFF position, and</li> <li>c) Flight remains within 180 minutes of landing at a quitable circuit.</li> </ul>
-15-01B C	1	0	landing at a suitable airport.  (M)(O) May be inoperative provided:  a) Other procedures do not require use of APU,  b) APU is used for ground operations only, c) APU is continuously monitored by ground personnel when operating, d) APU external control system operates normally, e) APU is not used during taxi, and f) Flight remains within 180 minutes of landing at a suitable airport.
-15-01-01  APU Fire Detector C Loops	2	1	

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FEDERAL AVIATION ADMINISTRA	MASTER MINIMUM EQUIPMENT LIST		
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BOLINO B 111			DATE: 06/22/2012 26-11
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26 FIRE PROTECTION			4. REMARKS OR EXCEPTIONS
20 TIKE TROTEOTION	ļ		
-16-01 Lower Cargo C Compartment Smoke Detection Systems (Forward and Aft) (Passenger)	2	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Procedures are established and used to verify the associated compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits,</li> <li>b) For LLAR installed and aft compartment system inoperative, LLAR is deactivated closed, and</li> <li>c) For FCAC installed and forward compartment system inoperative, FCAC remains OFF.</li> </ul> </li> <li>NOTE 1: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> <li>NOTE 2: These provisions are not intended to prohibit LLAR inspections by crewmembers.</li> </ul>
-16-01-01  Lower Cargo C  Compartment Smoke  Detector Channels	4	2	One channel per compartment may be inoperative.
-16-01-02  Lower Cargo C  Compartment Smoke  Detector Fans	4	2	One fan per compartment may be inoperative.
			(Continued)

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SEQUENCE NUMBERS			3.	NUMB	ER REQUIRED FO	OR DISPATCH	1
				4.	REMARKS OR EX	XCEPTIONS	
26 FIRE PROTECTION							
-16-01 Lower Cargo Compartment Smoke Detection Systems (Forward and Aft) (Passenger) (Cont'd)							
Lower Cargo Compartment Smoke Detector Zones	C	-	0	b) NOTE	compartment sy inoperative, FC 1: Operator MEL are approved away kits and used as ballas 2: These provision	e established are ciated compartice of contains on an and in ULDs), or fly lled and aft core and any for each and any for each and any for each and any for each and any for each and any for each and any for each and each and any for each and each	nd used to ment zone ne(s) ly ballast, ent (ballast v away kits, mpartment perative, nd orward tector FF. which items the fly is can be

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					4. F	REMARKS OR E	XCEPTIONS	
26 FIRE PRO	DTECTION							
Com Dete (For (Pas	rer Cargo npartment Smoke ection Systems ward and Aft) ssenger) nt'd)							
Com	ver Cargo npartment Smoke ector Heaters							
-16-01-04A		С	-	0		e inoperative pro-		
-16-01-04B		С	-	0	establi	y be inoperative shed and used w I in the associate	hen humid ca	argo is
Com	rer Cargo npartment Smoke ection Systems 7F)							
-16-02-01								
Forv	ward	С	1	0	a)	May be inoperated Procedures are verify the forward empty or contact cargo handling be loaded in UL FCAC remains	e established a ard compartme ins only ballas equipment (b LDs), or fly aw	ent remains st, empty allast may
					NOTE:	Operator MELs are approved fo kits and which r ballast.	or inclusion in	the fly away
					(Contir	nued)		

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					DATE: 06/22/2012 26-14					
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					4. REMARKS OR EXCEPTIONS					
26 FIRE PRO	TECTION									
Con										
-16-02-01 Forv (Cor	vard nt'd)									
-16-02-01-01 Dete	ectors	С	15	12	One detector in each zone may be inoperative provided adjacent smoke detectors operate normally.					
-16-02-01-02 Dete	ector Zones	С	3	-	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) All detectors in a loaded zone operate normally, and</li> <li>b) Procedures are established and used to verify the associated compartment zone remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> <li>(Continued)</li> </ul>					

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BOLING B-11	,			DATE: 06/22/2012 26-15			
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SEQUENCE TIEM			3.	NUMBER REQUIRED FOR DISPATCH			
NUMBERS				4. REMARKS OR EXCEPTIONS			
26 FIRE PROTECTION							
-16-02 Lower Cargo Compartment Smoke Detection Systems (777F) (Cont'd)							
-16-02-02							
	С	1	0	<ul> <li>(M)(O) May be inoperative provided:         <ul> <li>a) Procedures are established and used to verify the aft compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and</li> <li>b) For ACAC installed, ACAC remains OFF.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> </ul>			
-16-02-02-01							
Detectors	С	15	12	One detector in each zone may be inoperative provided adjacent smoke detectors operate normally.			
-16-02-02-02							
Detector Zones	С	3	-	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) All detectors in a loaded zone operate normally, and</li> <li>b) Procedures are established and used to verify the associated compartment zone remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> </ul>			

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SYSTEM &	2.	NUME	BER INSTALLED			
SEQUENCE ITEM		3.	NUMBER REQUIRED FOR DISPATCH			
NUMBERS			4. REMARKS OR EXCEPTIONS			
26 FIRE PROTECTION						
-16-03 Main Deck Cargo C Compartment Smoke Detection Systems (777F)	1	0	(M)(O) May be inoperative provided procedures are established and used to verify the main deck compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.  NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as			
			ballast.			
-16-03-01 Detectors C	46	38	One detector in each zone may be inoperative			
Detectors	40	36	provided adjacent smoke detectors operate normally.			
-16-03-02						
Detector Zones C	8	-	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) All detectors in a loaded zone operate normally, and</li> <li>b) Procedures are established and used to verify the associated compartment zone remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as</li> </ul>			
			ballast.			
-16-04 Cargo Smoke Detection (CSD) System Controller (777F)						
-16-04-01						
CSD Controller Power C Bus	2	1				
			(Continued)			

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26 FIRE PROTECTION		-		4. KEMAKKO OK EXCEL HONO					
-16-04 Cargo Smoke Detection (CSD) System Controller (777F) (Cont'd)									
-16-04-02 CSD Controller Channels	С	2	1	One may be inoperative provided warning electronics system channels operate normally.					
-16-04-03 CSD Controller Area Network Bus	С	8	4						
-17-01 Wheel Well Fire Detection System									
-17-01A	С	1	0	May be inoperative provided BTMS operates normally.					
				NOTE: Avoid the possibility of retracting an overheated wheel by monitoring brake temperature indications.					
-17-01B	С	1	0	(M)(O) May be inoperative provided an accepted procedure is used to ensure brakes are cool before engine start.					
				NOTE 1: Avoid the possibility of retracting an overheated wheel by leaving landing gear extended for ten minutes after takeoff.					
				NOTE 2: In case of engine failure after V1, landing gear should be retracted until takeoff obstacles are cleared.					
-18-01 Wing Duct Leak Detector Loops	С	4	2	One per side may be inoperative.					

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	BOEING B-	.///			DATE: 06/22/2012 26-18
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NUMBE	KS				4. REMARKS OR EXCEPTIONS
26 FIRE	PROTECTION				
-18-02	Body Duct Leak Detector Loops	С	2	1	One may be inoperative provided both ASG cards in the opposite cardfile operate normally.
-18-03	Strut Overheat Detector Loops	С	4	2	One per side may be inoperative.
-18-04	Engine Fan Case Overheat Detection Systems				
-18-04-	01				
	PW & GE	С	2	1	One may be inoperative provided:  a) Associated engine anti-ice selector remains OFF,  b) Airplane is not operated in known or forecast icing conditions, and  c) Flight remains within 120 minutes of landing at a suitable airport.
-18-04-	02				
	RR	С	2	1	One may be inoperative provided one engine overheat circuit operates normally on the associated engine.
-19-01	E/E Cooling Smoke Detector Channels	С	2	1	
-19-02	Equipment Cooling Smoke Detectors (777F)				
-19-02-	01				
	Supply Smoke Detector	С	1	0	May be inoperative provided:  a) Equipment cooling vent fan operates normally, and b) Equipment cooling exhaust smoke detector operates normally.
					(Continued)

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BOLING B 111			DATE: 06/22/2012 26-19					
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SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH					
NOWIDENS			4. REMARKS OR EXCEPTIONS					
26 FIRE PROTECTION								
-19-02 Equipment Cooling Smoke Detectors (777F) (Cont'd)								
-19-02-02								
Exhaust Smoke C Detector	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Equipment cooling vent fan is deactivated,</li> <li>b) Equipment cooling supply smoke detector operates normally, and</li> <li>c) For ground operations with OAT 30 degrees C or higher, both packs are selected on or airplane is supplied with conditioned air.</li> </ul> </li> </ul>					
-21-01 Fire BTL DISCH C Lights (Engine, APU, Cargo)	4	0						
-21-02 Fire Extinguishing C Squib Test System	1	0	(M) May be inoperative provided squib electrical continuity is verified once each flight day.					
-21-02-01								
Cargo Squib Test C System	1	0	(M)(O) May be inoperative provided:  a) Procedures are established and used to verify lower cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and b) For LLAR installed, LLAR is deactivated closed.					
			NOTE 1: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.					
			NOTE 2: These provisions are not intended to prohibit LLAR inspections by crewmembers.					
			(Continued)					

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NONDE					4. REMARKS OR EXCEPTIONS
26 FIRE	PROTECTION				
-21-02	Fire Extinguishing Squib Test System (Cont'd)				
-21-02-( ***	D2 Lower Lobe Attendant Rest (LLAR) Squib Test System				
-21-02-0	02A	С	1	0	(M) May be inoperative provided squib electrical continuity is verified once each flight day using LLAR Smoke Test switch.
-21-02-0	02B	С	1	0	(M)(O) May be inoperative provided LLAR is deactivated closed.
					NOTE: These provisions are not intended to prohibit LLAR inspections by crewmembers.
-22-01	APU Fire Extinguisher System	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Other procedures do not require use of APU,</li> <li>b) APU selector switch remains in the OFF position, and</li> </ul>
					c) Flight remains within 180 minutes of landing at a suitable airport.
-22-02	APU Auto Discharge	С	1	0	(M) May be inoperative provided APU is monitored during APU ground operations for fire warning.

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BOEING B-777			DATE: 06/22/2012 26-21
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NUMBERS			4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION			
		<u> </u> 	
-23-01 Lower Cargo Compartment Fire Extinguisher Bottles			
-23-01-01			
Without LLAR C Installed	-	0	(O) May be inoperative provided procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.
			NOTE 1: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
-23-01-02			
With LLAR Installed C	-	0	(M)(O) May be inoperative provided:  a) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and b) LLAR is deactivated closed.
			NOTE 1: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.
			NOTE 2: These provisions are not intended to prohibit LLAR inspections by crewmembers.
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26 FIRE	PROTECTION			ļ				
-23-01	Lower Cargo Compartment Fire Extinguisher Bottles (Cont'd)							
-23-01-0	03							
	Metered Bottles	С	-	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Bottles 1A, 1B and 2A operate normally,</li> <li>b) Associated Bottle is deactivated,</li> <li>c) Airplane is operated pressurized, and</li> <li>d) Appropriate flight planning adjustments are applied to account for remaining fire suppression capability.</li> </ul>			
-23-01-0	-							
-23-01-0	Bottle Pressure Switches	C		0	(M) May be inoperative provided:  a) Associated bottle is verified full, and b) Associated bottle squib firing circuit is verified operating normally before each departure.			

U.S. DEPA	RTMENT OF TRANS	SPOR	ΓΑΤΙΟ	N		MASTER MINIMUM EQ	JIPMENT LIST
FEDERAL	AVIATION ADMINIS	TRATI	ON			W/OTER WINNINGWIE	JII WEITT EIGT
AIRCRAFT: BOEING B-777						REVISION NO: 18c	PAGE:
	BOLING B-	111				DATE: 06/22/2012	26-23
SYSTEM &		1.	2.	NUME	BER IN	STALLED	
SEQUENC	E IIEM			3.	NUMB	ER REQUIRED FOR DISPATO	Н
NUMBERS					4.	REMARKS OR EXCEPTIONS	
26 FIRE P	ROTECTION						
C E V	ower Cargo Compartment Fire Extinguisher Flow Valves (Forward or Offt)						
-23-02A		C	2	1	a) c) d) NOTE	connectors are capped and Procedures are established verify the associated cargo cremains empty or contains cempty cargo handling equipmay be loaded in ULDs), or and	ped, electrical stowed, and used to compartment nly ballast, ment (ballast fly away kits, compartment is e which items in the fly als can be tended to

RTATIC	N	MASTER MINIMUM EQUIPMENT LIST
TION		
		REVISION NO: 18c PAGE:
		DATE: 06/22/2012 26-24
2.	NUMI	BER INSTALLED
	3.	NUMBER REQUIRED FOR DISPATCH
		4. REMARKS OR EXCEPTIONS
2	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and</li> <li>b) For LLAR installed, LLAR is deactivated closed.</li> </ul> </li> <li>NOTE 1: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> <li>NOTE 2: These provisions are not intended to prohibit LLAR inspections by crewmembers.</li> </ul>
-	-	May be inoperative for each lavatory provided associated lavatory smoke detection system operates normally.  (Continued)
	2.	2. NUME 3.

U.S. DEPARTMENT OF TRAI	NSPOR	ΓΑΤΙΟ	N	MACTED MINIMUM FOLUDIAGNIT LIGH
FEDERAL AVIATION ADMINI	STRATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	D 777			REVISION NO: 18c PAGE:
BOEING I	B-///			DATE: 06/22/2012 26-25
SYSTEM &	1.	2.	NUME	BER INSTALLED
SEQUENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS				4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION				
-24-01 Lavatory Fire Extinguisher System (Cont'd)	ns			
-24-01-01 Passenger (Cont'd)				
-24-01-01B	С			<ul> <li>(M)(O) May be inoperative for each lavatory provided associated: <ul> <li>a) Lavatory waste container is empty,</li> <li>b) Lavatory door is locked closed and placarded, INOPERATIVE – DO NOT ENTER, and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> </li> <li>NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.</li> </ul>
-24-01-02				
777F	D	1	0	
-25-01 Lower Lobe Attenda *** Rest (LLAR) Fire Extinguisher Bottle	nt C	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) LLAR shutoff valve is deactivated closed, and</li> <li>b) LLAR is deactivated closed.</li> </ul> </li> <li>NOTE: These provisions are not intended to prohibit LLAR inspections by crewmembers.</li> </ul>

EDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRAF		• • •			REVISION NO: 18c PAGE:
	BOEING B-7	77			DATE: 06/22/2012 26-26
SYSTEM	1.&	1.	2.	NUME	BER INSTALLED
SEQUEN	ICE TIEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBEF	(5				4. REMARKS OR EXCEPTIONS
6 FIRE	PROTECTION				
-26-01	Portable Fire Extinguishers	D	-	-	<ul> <li>(M) Any in excess of those required by FAR may be inoperative or missing provided:</li> <li>a) The inoperative fire extinguisher is tagged inoperative, removed from the installation location, and placed out of sight so it can not be mistaken for a functional unit, and</li> <li>b) Required distribution is maintained.</li> </ul>
-27-01 ***	Main Deck Cargo Fire Suppression System (FSS) (STC ST02375LA)	С	1	0	(M) May be inoperative.
-27-01-0					
	Fire Control Hub	С	1	0	(M) May be inoperative provided FSS is considered inoperative.
-27-01-0	12				
27 01 0	Fire Control Panel	С	1	0	(M) May be inoperative provided surfactant tank and argon tank capacities are verified by an alternative method.
-27-01-0	02-01 Surfactant Tank – Quantity Indication				
-27-01-0	)2-01A	С	1	0	(M)May be inoperative provided FSS is considered to have reduced capability.
-27-01-0	)2-01B	С	1	0	(M)May be inoperative provided FCP status light is operative.
-27-01-0	02-01C	С	1	0	(M)May be inoperative provided surfactant level is verified once each flight day.
					(Continued)

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	AL AVIATION ADMINIST	RAT	ION		
AIRCRA	FT: BOEING B-7	77			REVISION NO: 18c PAGE:
			ı		DATE: 06/22/2012 26-27
SYSTEM	11 - 11	1.	2.		BER INSTALLED
SEQUEN NUMBEI	NCE			3.	NUMBER REQUIRED FOR DISPATCH
515.5					4. REMARKS OR EXCEPTIONS
26 FIRE	PROTECTION		ļ		
-27-01 ***	Main Deck Cargo Fire Suppression System (FSS) (STC ST02375LA) (Cont'd)	С	1	0	(M) May be inoperative.
-27-01-(	02 Fire Control Panel (Cont'd)				
-27-01-0	02-02 Inert Gas Cylinder (Argon) Pressure Indication-Electrical Function				
-27-01-0	02-02A	С	1	0	(M)Electrical function may be inoperative provided FSS is considered inoperative.
-27-01-0	02-02B	С	1	0	<ul><li>(M)Electrical function may be inoperative provided:</li><li>a) Mechanical indicator is operative, and</li><li>b) Pressure is verified once each flight day.</li></ul>
-27-01-0	03				
	Fire Control Unit	С	13	0	May be inoperative provided FSS is considered inoperative for the affected position.
-27-01-0	04				
	Fire Detection Unit	С	47	0	May be inoperative provided FSS is Considered inoperative for the affected position.
					(Continued)
ı					

AIRCRAFT:				REVISION NO: 18c PAGE:
BOEING B-77	77			DATE: 06/22/2012 26-28
NOTEM 0	1.	2.	NUME	BER INSTALLED
SYSTEM & ITEM SEQUENCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS				4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION				
27-01 Main Deck Cargo Fire  *** Suppression System (FSS) (STC ST02375LA) (Cont'd)				
-27-01-05 Storage and Release System				
-27-01-05-01				
Surfactant Tank	С	1	0	(M)May be inoperative provided FSS is considered to have reduced capability.
-27-01-05-02 Inert Gas Cylinder (Argon) Pressure Indication – Mechanical Indicator				
-27-01-05-02A	С	1	0	(M)May be inoperative provided FSS is considered inoperative.
-27-01-05-02B	С	1	0	(M) May be inoperative provided FSS is considered inoperative for affected position.
-27-01-05-03 Penetrator Modules	С	13	0	May be inoperative provided FSS is considered inoperative for affected position.
-27-01-06				
Lower Forward Instrument Panel FSS DISCH Annunciator	С	2	0	May be inoperative.

	DARTMENT 05 TO :::0	D055	TAT:0							
	PARTMENT OF TRANS			N	MASTER MINIMUM EQUIPMENT LIST					
	AL AVIATION ADMINIST	RATI	ION		DEVIOLONING 401 DAGE					
AIRCRA	F1: BOEING B-7	777			REVISION NO: 18b PAGE:					
			1		DATE: 06/13/2012 27-1					
SYSTEM	/I & ITEM	1.	2.	2. NUMBER INSTALLED						
SEQUE! NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH					
IVOIVIDE					4. REMARKS OR EXCEPTIONS					
27 FLIG	HT CONTROLS									
-00-01	Flight Controls Synoptic Display	С	1	0						
-02-01	Bank Angle Protection									
-02-01-0	01									
	Without Standby Attitude Indicator P/N S231W120-4 or Equivalent Installed	С	1	0	May be inoperative provided flight is conducted in day VMC only.					
-02-01-0	02									
	With Standby Attitude Indicator P/N S231W120-4 or Equivalent Installed	С	1	0						
-02-02	Primary Flight Computer (PFC) Lanes	С	9	7						
-02-03		Α	3	2	(M) One may be inoperative deactivated					
	Computer (PFC) Channels				provided:  a) Operations are limited to three flights before repairs are made, and b) Approach minimums do not require its use.					
-02-04	PFCS Interface	С	1	0	(M) May be inoperative provided landing gear truck tilt pressure is verified to be normal before each departure.					
-02-05	Actuator Pressure Sensors	В	7	6	One flaperon or rudder sensor may be inoperative.					

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	AL AVIATION ADMINIST			IN	MASTER MINIMUM EQUIPMENT LIST
AIRCRA		IVATI	ON		REVISION NO: 18b PAGE:
	BOEING B-7	777			DATE: 06/13/2012 27-2
OVOTER	4.0	1.	2.	NUME	BER INSTALLED
SYSTEN SEQUE	NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	RS				4. REMARKS OR EXCEPTIONS
27 FLIG	HT CONTROLS				
-02-06	Flight Control Hydraulic Shutoff Valve Systems	С	6	3	(M) May be inoperative provided the associated valve is deactivated open.
-02-07	Item Moved				Dispatch relief for this equipment moved to item 27-02-06.
-02-08	Thrust Asymmetry Compensation (TAC) Function (Except -200LR/GE90-115B and 777F/GE90- 115B)	С	1	0	
-03-01	Flap/Slat Control Lanes	С	2	1	(M) One may be inoperative provided:  a) Flap lever control position sensor is verified to operate normally, and  b) Alternate control is verified to operate normally before each departure.
-03-02	Flap Secondary Control	С	1	0	(M) May be inoperative provided Slat Secondary Control is verified to operate normally.
-03-03	Slat Secondary Control	С	1	0	(M) May be inoperative provided Flap Secondary Control is verified to operate normally.
-11-01	Aileron Trim System	С	1	0	(M)(O) May be inoperative deactivated provided:  a) Aileron trim system is verified to be centered before departure, and  b) Autopilot roll modes operate normally.
-11-02	Control Wheel Position Transducers	С	6	5	

U.S. DEPARTMENT OF TRANSPO	RTATIC	)N	
FEDERAL AVIATION ADMINISTRA	TION		MASTER MINIMUM EQUIPMENT LIST
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BOEING B-777			DATE: 06/13/2012 27-3
SYSTEM &	2.	NUM	BER INSTALLED
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS			
-11-03 Aileron Power Control Units (PCUs)			
-11-03-01			
Passenger (With A PRRs 61384-15 and 62200 or Equivalent Installed)	4	3	<ul> <li>(M) One may be inoperative provided: <ul> <li>a) Inoperative PCU is deactivated in the bypass mode,</li> <li>b) Inoperative PCU blocking mode is verified to operate normally,</li> <li>c) Ailerons are verified to operate normally, and</li> <li>d) Repairs are made within three flight days.</li> </ul> </li> </ul>
-11-03-02 777F A	4	3	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Inoperative PCU is deactivated in the bypass mode,</li> <li>b) Inoperative PCU blocking mode is verified to operate normally,</li> <li>c) Ailerons are verified to operate normally,</li> <li>d) Appropriate performance adjustments are applied, and</li> <li>e) Repairs are made within three flight days.</li> </ul>
-11-04 Flaperon Power Control Units (PCUs)			
-11-04-01			
Passenger (With A PRRs 61384-15 and 62200, or Equivalent Installed)	4	3	<ul> <li>(M) One may be inoperative provided: <ul> <li>a) Inoperative PCU is deactivated in the bypass mode,</li> <li>b) Flaperons are verified to operate normally, and</li> <li>c) Repairs are made within three flight days.</li> </ul> </li> <li>(Continued)</li> </ul>

U.S. DEI	PARTMENT OF TRANS	POR <sup>®</sup>	TATIO	N	MASTER MINIMUM EQUIPMENT LIST
FEDER/	AL AVIATION ADMINIST	RAT	ION		MASTER MINIMONIE QUIT MENTELST
AIRCRA					REVISION NO: 18b PAGE:
	BOEING B-7	(			DATE: 06/13/2012 27-4
CVCTEN	A 0	1.	2.	NUME	BER INSTALLED
SYSTEM SEQUE	NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	RS				4. REMARKS OR EXCEPTIONS
27 FLIG	HT CONTROLS		-		
-11-04	Flaperon Power Control Units (PCUs) (Cont'd)				
-11-04-0	02				
	777F	Α	4	3	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inoperative PCU is deactivated in the bypass mode,</li> <li>b) Flaperons are verified to operate normally, and</li> <li>c) Repairs are made within three flight days.</li> </ul>
-21-01	Rudder Trim System				
-21-01-0	01				
	Rudder Trim Control High Rate Function	С	1	0	
-21-01-0	02				
	Rudder MANUAL TRIM CANCEL Switch	С	1	0	
-21-02	Rudder Trim Indicator	С	1	0	(O) May be inoperative provided rudder trim is verified centered before each departure.
-31-01	Control Column Position Transducers	С	6	5	
-32-01	Stall Warning Systems	С	2	1	
-32-01-0	01				
	Stick Shakers	С	2	1	

U.S. DE	PARTMENT OF TRANS	POR	TATIO	N	
	AL AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
AIRCRA					REVISION NO: 18b PAGE:
	BOEING B-7	///			DATE: 06/13/2012 27-5
SYSTEN	1 &	1.	2.	NUME	BER INSTALLED
SEQUE!				3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
2/ FLIG	HT CONTROLS		İ	İ	
-41-01	Control Wheel Pitch Trim Switches	С	2	1	
-41-02	Alternate Pitch Trim Position Switches	С	6	5	One may be inoperative provided both control wheel pitch trim switches operate normally.
-41-03	Stabilizer Trim Rate Solenoid Valves	С	2	1	
-48-01	STAB Position Indicators	С	2	1	(O) One may be inoperative provided it is blanked or covered.
-48-02	Stabilizer Position Transducer Modules	С	3	2	
-48-03 ***	Nose Gear Pressure Switch	С	1	0	(O) May be inoperative provided stabilizer trim position is verified to be properly set before each departure.
-48-04 ***	Nose Gear Pressure Transducer	С	1	0	(O) May be inoperative provided stabilizer trim position is verified to be properly set before each departure.
-51-01	Inboard Flap, Outboard Support Mechanism Springs (No. 3 & No. 6 Supports)	A	4	2	<ul> <li>(M) One may be broken or missing on each support provided: <ul> <li>a) Broken springs are removed,</li> <li>b) Remaining spring on each support is verified in place and not broken before each departure, and</li> <li>c) Operations are limited to fifteen departures before repairs are made.</li> </ul> </li> </ul>
-59-01	Flap/Slat Skew Sensors	С	28	14	
-61-01	Speedbrake Lever Position Transducers	С	4	3	

U.S. DE	PARTMENT OF TRANS	POR	TATIO	N					
FEDER/	AL AVIATION ADMINIST	RATI	ION		MASTER MINIMUM EQUIPMENT LIST				
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					DATE: 06/13/2012 27-6				
SYSTEM	11 LN	1.	2.	2. NUMBER INSTALLED					
SEQUE! NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
27 FLIG	HT CONTROLS								
-61-02	Spoiler Auxiliary Retract Device (SARD) (-300/ -300ER)	Α	2	1	One may be inoperative provided:  a) Associated passenger entry door 3 is considered inoperative, and b) Repairs are made within one flight day.				
-61-03	Spoiler Power Control Units (PCUs)								
-61-03-	01								
	Passenger (With PRRs 61384-15 and 62200, or Equivalent Installed)	A	14	12	<ul> <li>(M)(O) One symmetrical pair (except 4/11) may be inoperative provided: <ul> <li>a) Symmetrical pair is deactivated in the retracted position,</li> <li>b) Remaining spoilers are verified to operate normally,</li> <li>c) Appropriate performance adjustments are applied, and</li> <li>d) Repairs are made within three flight days.</li> </ul> </li> </ul>				
-61-03-									
	777F	A	14	12	<ul> <li>(M)(O) One symmetrical pair (except 4/11) may be inoperative provided: <ul> <li>a) Symmetrical pair is deactivated in the retracted position,</li> <li>b) Remaining spoilers are verified to operate normally,</li> <li>c) Appropriate performance adjustments are applied, and</li> <li>d) Repairs are made within three flight days.</li> </ul> </li> </ul>				
-62-01	Automatic Speedbrake Function	С	1	0	<ul> <li>(M)(O) May be inoperative deactivated provided:</li> <li>a) Landing gear truck tilt pressure is verified to be normal before each flight, and</li> <li>b) Appropriate performance adjustments are applied.</li> </ul>				

U.S. DEPARTMENT OF TRANSPOR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRAT	ION		
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BOLING B-111			DATE: 06/13/2012 28-1
SYSTEM &	2.	NUMI	BER INSTALLED
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
NOMBENS			4. REMARKS OR EXCEPTIONS
28 FUEL			
-11-01 Sump Drain Valves			
-11-01-01			
Surge Tanks C	2	0	(M) May be inoperative provided there is no evidence of leakage.
-11-01-02			
Main and Center C Tanks	4	3	<ul> <li>(M) One may be inoperative provided:</li> <li>a) There is no evidence of leakage, and</li> <li>b) Alternate procedures are used to prevent water accumulation in associated tank.</li> </ul>
-11-01-03			
*** Auxiliary Tank(s)			
-11-01-03A C	-	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) There is no evidence of leakage, and</li> <li>b) Alternate procedures are used to prevent water accumulation in associated tank(s).</li> </ul>
-11-01-03B D	-	0	May be inoperative provided all auxiliary tanks remain empty.
-14-01 Auxiliary Tank Fuel *** Vent Valves			
-14-01A C	2	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Inoperative valve is deactivated open,</li> <li>b) Auxiliary tank fuel pump transfer system operates normally,</li> <li>c) Auxiliary tank fuel quantity indication operates normally, and</li> <li>d) Maximum zero fuel weight limit is reduced by the weight of auxiliary tank fuel.</li> </ul> </li> </ul>
-14-01B D	2	0	May be inoperative provided all auxiliary tanks remain empty.

U.S. DEPARTMENT OF TRANS			N	MASTER MINIMUM EQUIPMENT LIST				
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		1		DATE: 06/13/2012 28-2				
SYSTEM & ITEM	1.	2.	NUMBER INSTALLED					
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH				
NOMBERS				4. REMARKS OR EXCEPTIONS				
28 FUEL								
-14-02 Auxiliary Tank Refuel *** Isolation Valves								
-14-02A	С	2	1					
-14-02B	D	2	0	May be inoperative provided all auxiliary tanks remain empty.				
-14-03 Auxiliary Tank Refuel *** Transfer Valve(s)								
-14-03A	С	-	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Inoperative valve is deactivated closed,</li> <li>b) Auxiliary tank fuel pump transfer system operates normally,</li> <li>c) Auxiliary tank fuel quantity indication operates normally, and</li> <li>d) Maximum zero fuel weight limit is reduced by the weight of the associated auxiliary tank fuel.</li> </ul>				
-14-03B	D	-	0	May be inoperative provided all auxiliary tanks remain empty.				
-14-04 Auxiliary Tank Fuel *** Pump(s)								
-14-04A	С	-	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Inoperative auxiliary tank fuel pump is deactivated,</li> <li>b) Auxiliary tank fuel backup transfer system operates normally,</li> <li>c) Auxiliary tank fuel quantity indication operates normally, and</li> <li>d) Maximum zero fuel weight limit is reduced by the weight of the associated auxiliary tank fuel.</li> </ul>				
-14-04B	D	-	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Inoperative auxiliary tank fuel pump is deactivated, and</li> <li>b) All auxiliary tanks remain empty.</li> </ul>				

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FEDERAL AVIATION ADMINIS	STRAT	ION		
AIRCRAFT: BOEING B	-777			REVISION NO: 18b PAGE:
		1		DATE: 06/13/2012 28-3
SYSTEM & ITEM	1.	2.		BER INSTALLED
SEQUENCE TILW NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
00 51151		-		4. REMARKS OR EXCEPTIONS
28 FUEL		ļ		
-14-05 Auxiliary Tank Fuel  *** Pump Isolation Valve(s)				
-14-05A	С	-	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Inoperative valve is deactivated closed,</li> <li>b) Associated auxiliary tank fuel pump is deactivated,</li> <li>c) Auxiliary tank fuel backup transfer system operates normally,</li> <li>d) Auxiliary tank fuel quantity indication operates normally, and</li> <li>e) Maximum zero fuel weight limit is reduced by the weight of the associated auxiliary tank fuel.</li> </ul> </li> </ul>
-14-05B	D	-	0	(M) May be inoperative provided:  a) Inoperative valve is deactivated closed, b) Associated auxiliary tank fuel pump is deactivated, and c) All auxiliary tanks remain empty.
-14-06 Auxiliary Tank Fuel *** Transfer Valves				
-14-06A	С	2	1	(M)(O) One may be inoperative provided:  a) Inoperative valve is deactivated closed, and  b) Maximum zero fuel weight limit is reduced by the weight of auxiliary tank fuel.
-14-06B	D	2	0	(M) May be inoperative provided:  a) Inoperative valve is deactivated closed, and  b) All auxiliary tanks remain empty.

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-777			REVISION NO: 18b PAGE:						
			DATE: 06/13/2012 28-4						
1.	2.	2. NUMBER INSTALLED							
		3.	NUMBER REQUIRED FOR DISPATCH						
			4. REMARKS OR EXCEPTIONS						
С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated auxiliary tank fuel backup transfer PRSOV is deactivated,</li> <li>b) Auxiliary tank fuel vent valves operate normally,</li> <li>c) Auxiliary tank fuel pump transfer system operates normally, and</li> <li>d) Maximum zero fuel weight limit is reduced by the weight of auxiliary tank fuel.</li> </ul>						
D	1	0	May be inoperative provided:  a) Auxiliary tank fuel vent valves operate normally, and b) All auxiliary tanks remain empty.						
С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) There is no evidence of fuel leaking from the drain mast,</li> <li>b) Auxiliary tank fuel pump transfer system operates normally, and</li> <li>c) Maximum zero fuel weight limit is reduced by the weight of auxiliary tank fuel.</li> </ul>						
D	1	0	May be inoperative provided all auxiliary tanks remain empty.						
	TRATI	TRATION -777  1. 2.  C 1  C 1	TOTA  1.   2.   NUME   3.     C   1   0     C   C   1   0     C   C   0     C   C   0     C   C   0     C   C   0     C   C   0     C   C   0     C   C   0     C   C   0     C						

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FEDERAL AVIATION ADMINIS	IKAII	ON		REVISION NO: 18b PAGE:				
AIRCRAFT: BOEING B-777				REVISION NO: 180 PAGE:				
		1		DATE: 06/13/2012 28-5				
SYSTEM &	1.	2.	NUMBER INSTALLED					
SEQUENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH				
NUMBERS				4. REMARKS OR EXCEPTIONS				
28 FUEL								
-21-01 Pressure Fueling System								
-21-01-01 Refuel Valves								
-21-01-01A	С	6	0	(M) May be inoperative closed provided alternate procedures are used for refueling.				
-21-01-01B	С	6	5	<ul> <li>(M)(O) One main tank refuel valve may be inoperative open provided:</li> <li>a) Fuel jettison system is deactivated,</li> <li>b) Alternate procedures are used for refueling, and</li> <li>c) Appropriate performance adjustments are applied.</li> </ul>				
-21-01-02 Integrated Refuel Panel								
-21-01-02-01								
Fuel Quantity Indicators	С	4	0	(M) May be inoperative provided alternate procedures are used for refueling.				
-21-01-02-02 Load Select System	С	1	0	((M) May be inoperative provided alternate procedures are used for refueling.				
				NOTE: Any function which operates normally may be used.				
-21-01-02-03 Refuel Valve Lights	С	6	0	(M) May be inoperative provided:  a) Overfill function operates normally, and b) Associated refuel valve is verified closed after each refueling.				
				(Continued)				

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST								
FEDERA	L AVIATION ADMINIST	RATI	ON		WW. CTER WINNING IN EQUIT WENT EIGT			
AIRCRA	FT: BOEING B-7	77			REVISION NO: 18b PAGE:			
					DATE: 06/13/2012 28-6			
SYSTEM	1&	1.	2.	NUME	BER INSTALLED			
SEQUEN	NCE TIEM			3.	NUMBER REQUIRED FOR DISPATCH			
NOMBE	\ <b>0</b>				4. REMARKS OR EXCEPTIONS			
28 FUEI	<u></u>							
-21-01	Pressure Fueling System (Cont'd)							
-21-01-0	)2							
	Integrated Refuel Panel (Cont'd)							
-21-01-0	02-04							
	Overfill Function (Normal/Reset Switch, Light and Test)	С	1	0	<ul> <li>(M) May be inoperative provided:         <ul> <li>a) Refuel valve lights operate normally, and</li> <li>b) Verify refuel valves close when appropriate during refueling.</li> </ul> </li> </ul>			
-21-01-0	02-05							
	Defuel Valve Function (Switch and Open Light)	С	1	0	May be inoperative provided defuel valve is considered inoperative.			
-21-01-0	02-06							
	Power Switch - BATT Position	С	1	0				
-21-01-0	02-07							
	Test Functions (Indication and System)	С	2	0				
-21-02 ***	Auxiliary Tank Fuel Quantity Indication (Auxiliary Refuel Panel)							
-21-02A		С	1	0	(M) May be inoperative provided alternate procedures are used for refueling.			
-21-02B		D	1	0	May be inoperative provided all auxiliary tanks remain empty.			

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		'IN	MASTER MINIMUM EQUIPMENT LIST					
FEDERAL AVIATION ADMINISTRATI AIRCRAFT:	ON	REVISION NO: 18b PAGE:						
BOEING B-777								
			DATE: 06/13/2012 28-7					
SYSTEM & ITEM	2.	NUMBER INSTALLED						
SEQUENCE TILW NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH					
00 51151			4. REMARKS OR EXCEPTIONS					
28 FUEL								
-22-01 Main Tank Fuel C Pumps	4	3	<ul> <li>(M) One may be inoperative deactivated provided:</li> <li>a) Both main tank quantity indications operate normally, and</li> <li>b) Flight remains within 120 minutes of landing at a suitable airport.</li> </ul>					
-22-02 Center Tank Fuel Override/Jettison Pumps								
-22-02A C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative pump is deactivated,</li> <li>b) Center tank quantity indication operates normally,</li> <li>c) With center tank fueled, fuel quantity remaining in main wing tanks is adequate to reach a suitable airport if remaining center pump fails at any time, and</li> <li>d) Center tank fuel is accounted for in the airplane weight and balance in the event center tank fuel cannot be used.</li> </ul> </li> </ul>					
-22-02B C	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Pumps are deactivated.</li> <li>b) Center tank quantity indication operates normally, and</li> <li>c) Center tank fuel is considered unusable and is accounted for in the airplane weight and balance.</li> </ul>					
-22-03 Crossfeed Valves C	2	1	NOTE: AFM fuel loading and usage limitations are for usable fuel.  (M)(O) One may be inoperative deactivated closed provided remaining valve is verified to operate normally during the last hour of cruise.					

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U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST										
FEDERA	AL AVIATION ADMINIS	ΓRΑΤΙ	ION							
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BOLING B-111					DATE: 06/13/2012 28-8					
SYSTEM	/I & ITEM	1.	2.	NUMBER INSTALLED						
SEQUE! NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTIONS					
28 FUE	L									
-22-04	Fuel Scavenge Systems	С	2	0	(O) May be inoperative provided:  a) Center tank quantity indication operates normally, and  b) Appropriate amount of center tank fuel is considered unusable and is accounted for in the airplane weight and balance.					
					NOTE: AFM fuel loading and usage limitations are for usable fuel.					
-22-05	Fuel Crossfeed VALVE Lights	С	2	0						
-22-06	Fuel Shutoff Valve Battery	С	1	0						
-22-07	Fuel Scavenge Shutoff Valves									
-22-07A		С	4	3	(M) One valve may be inoperative open provided:  a) Fuel quantity system operates normally, and  b) Remaining valve on that side is verified					
					to operate normally.					
-22-07E	3	С	4	0	<ul><li>(M) May be inoperative open provided:</li><li>a) Center tank remains empty, and</li><li>b) Center tank quantity indication operates normally.</li></ul>					
-22-08 ***	Auxiliary (AUX) Fuel Switch	D	1	0	May be inoperative OFF provided all auxiliary tanks remain empty.					
-25-01	APU DC Fuel Pump	С	1	0	(M) May be inoperative deactivated.					

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MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
AIRCRA		TACL I	REVISION NO: 18b PAGE:						
	BOEING B-7	777			DATE: 06/13/2012 28-9				
0)/0751	4.0	1.	2.	NUME	BER INSTALLED				
SYSTEM SEQUEN	NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH				
NUMBEI	RS				4. REMARKS OR EXCEPTIONS				
28 FUE	L								
-25-02	APU Fuel Shutoff Valve	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Valve is deactivated closed,</li> <li>b) Other procedures do not require the use of the APU, and</li> <li>c) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul>				
-25-03	APU Fuel Isolation Valve	С	1	0	(M) May be inoperative deactivated closed.				
-26-01	Defuel Valve	С	1	0	(M) May be inoperative secured closed.				
-31-01	Fuel Jettison System	С	1	0	(M)(O) May be inoperative provided:  a) Jettison system is deactivated, b) Jettison nozzle valves are secured closed, and c) Appropriate performance adjustments are applied.				
-31-02	Center Tank Jettison Isolation Valves								
-31-02-0	01								
	-200	С	2	0	(M) May be inoperative provided inoperative valve is secured closed.				
-31-02-0	02 -200ER/-200LR/-300/ -300ER/777F								
-31-02-0	02A	С	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Inoperative valve is secured closed,</li> <li>b) Fuel jettison system is deactivated, and</li> <li>c) Appropriate performance adjustments are applied.</li> </ul>				
-31-02-0	02B	С	2	0	(M)(O) May be inoperative provided:  a) Inoperative valve is secured closed, and b) Appropriate gross weight and center-of- gravity adjustments are applied.				

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BOLING B 7				DATE: 06/13/2012 28-10				
SYSTEM &	1.	2.	NUME	BER INSTALLED				
SEQUENCE ITEM NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH				
NOWDERO				4. REMARKS OR EXCEPTIONS				
28 FUEL								
-31-03 Main Tanks Jettison Pumps	С	2	0	(M)(O) May be inoperative provided:  a) Inoperative pump is deactivated, and b) Appropriate performance adjustments are applied.				
-31-04 Fuel Jettison Nozzle Valves								
-31-04A	С	2	1	(M) One may be inoperative secured closed.				
-31-04B	С	2	0	(M)(O) May be inoperative provided:  a) Both jettison nozzle valves are secured closed,  b) Jettison system is deactivated, and c) Appropriate performance penalties are applied.				
-40-01 Fuel Synoptic Display	С	1	0	May be inoperative provided individual fuel quantity indications required for dispatch operate normally.				

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BOEING B-777			DATE: 06/13/2012 28-11					
SYSTEM & 1.	2.	NUME	BER INSTALLED					
SEQUENCE TIEM		3.	NUMBER REQUIRED FOR DISPATCH					
NUMBERS			4. REMARKS OR EXCEPTIONS					
28 FUEL								
-41-01 Fuel Quantity Indications (Flight Deck)								
-41-01-01								
Center Tank B	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Main tank fuel quantity indications operate normally,</li> <li>b) Fuel quantity in center tank is verified by an alternate procedure,</li> <li>c) All pumps for the center tank operate normally,</li> <li>d) Fuel flow indications operate normally,</li> <li>e) FMC FUEL is initialized with the known total fuel quantity,</li> <li>f) Flight remains within 180 minutes of landing at a suitable airport, and</li> <li>g) For -200ER, -200LR, 777F, -300 and -300ER, appropriate gross weight and center-of-gravity adjustments are applied.</li> </ul> </li> </ul>					
-41-01-02 Main Tanks B	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Center tank fuel quantity indication operates normally,</li> <li>b) Fuel quantity in associated tank is verified by an alternate procedure,</li> <li>c) All pumps for the associated tank operate normally,</li> <li>d) Fuel flow indications operate normally,</li> <li>e) FMC FUEL is initialized with the known total fuel quantity,</li> <li>f) Flight remains within 180 minutes of landing at a suitable airport, and</li> <li>g) For -200ER, -200LR, 777F, -300 and -300ER, appropriate gross weight and center-of-gravity adjustments are applied.</li> </ul> </li> <li>(Continued)</li> </ul>					

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FEDERAL AVIATION ADMINISTRATION									
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502				DATE: 06/13/2012 28-12					
SYSTEM &	1.	2. NUMBER INSTALLED							
SEQUENCE ITEM NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH					
NOMBERO				4. REMARKS OR EXCEPTIONS					
28 FUEL									
-41-01 Fuel Quantity Indications (Flight Deck) (Cont'd)									
-41-01-03									
*** Auxiliary Tank(s)	В	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Center and main tank fuel quantity indications operate normally,</li> <li>b) Fuel quantity in auxiliary tank(s) is verified by an alternate procedure,</li> <li>c) Auxiliary tank fuel pump transfer system operates normally,</li> <li>d) Auxiliary tank fuel backup transfer system operates normally,</li> <li>e) Fuel flow indications operate normally,</li> <li>f) FMC FUEL is initialized with the known total fuel quantity,</li> <li>g) Flight remains within 180 minutes of landing at a suitable airport, and</li> <li>h) Appropriate gross weight and center-of-gravity adjustments are applied.</li> </ul> </li> </ul>					
-41-02 Fuel Quantity Processor Input/Output (I/O) Channels	В	2	1	(O) One channel may be inoperative provided:  a) All flight deck fuel indications operate normally,  b) Fuel flow indications operate normally, and  c) FMC TOTALIZER FUEL quantity agrees with fuel quantity indications.					
-41-03 Item Moved				Revision 17 moved dispatch relief for this equipment to item 28-21-1.					

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BOEING E	3-777			DATE: 06/13/2012 28-13
SYSTEM &	1.	2.	NUMI	BER INSTALLED
SEQUENCE ITEM NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
00 51151				4. REMARKS OR EXCEPTIONS
28 FUEL		İ	l I	
-41-04 Total Fuel Quantity Indication	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Fuel flow indications operate normally,</li> <li>b) FMC FUEL is initialized with the known total fuel quantity, and</li> <li>c) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul>
-42-01 Fuel Pump Low PRESS Lights	С	6	3	
-42-02 Auxiliary Tank Fuel  *** Pump Pressure  Transducer(s)				
-42-02A	С	-	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Associated auxiliary tank fuel pump is deactivated,</li> <li>b) Auxiliary tank fuel backup transfer system operates normally,</li> <li>c) Auxiliary tank fuel quantity indication operates normally, and</li> <li>d) Maximum zero fuel weight limit is reduced by the weight of the associated auxiliary tank fuel.</li> </ul> </li> </ul>
-42-02B	D	-	0	(M) May be inoperative provided:  a) Associated auxiliary tank fuel pump is deactivated, and  b) All auxiliary tanks remain empty.
-43-01 Fuel Temperature Indicating System	С	1	0	(O) May be inoperative provided Total Air Temperature (TAT) is used as an indication of fuel temperature.
-44-01 Measuring Sticks	С	-	0	May be inoperative provided fuel quantity is determined by other acceptable means.

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	BOEING B-	777			DATE: 06/13/2012 28-14
0) (0===		1.	2.	NUMI	BER INSTALLED
SYSTEM SEQUE	NCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	RS				4. REMARKS OR EXCEPTIONS
28 FUE	L				
4= 04		_			
-45-01 ***	Auxiliary Tank Fuel Cell Pressure Transducer(s)	D	-	0	May be inoperative provided all auxiliary tanks remain empty.
-45-01-					
	Auxiliary Tank 1	С	1	0	(O) May be inoperative provided:  a) Auxiliary tank fuel pump transfer system
					operates normally, b) Auxiliary tank fuel quantity indication
					operates normally, and c) Maximum zero fuel weight limit is
					reduced by the weight of the associated auxiliary tank fuel.
					auxiliary tarik ruei.
-45-01- ***	02 Auxiliary Tank 2	С	1	0	
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-45-01- ***	03 Auxiliary Tank 3	С	1	0	
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FEDERAL AVIATION ADMINISTR	OITA	N		
AIRCRAFT: BOEING B-77	7			REVISION NO: 18b PAGE:  DATE: 06/13/2012 29-1
SYSTEM & ITEM	1.	2. N	NUME	BER INSTALLED
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
29 HYDRAULIC POWER				
-11-01 Engine Driven Pumps (EDP) Depressurization Function)	С	2	1	
-11-02 Center System Primary Alternating Current Motor Pumps (ACMP)	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inoperative center ACMP is deactivated, and</li> <li>b) Both center ADPs operate normally.</li> </ul>
-11-03 Center System Demand Air Driven Pumps (ADP)				
-11-03A	C	2	1	<ul> <li>(M)(O) One may be inoperative selected OFF provided: <ul> <li>a) Both center system ACMPs operate normally,</li> <li>b) Remaining ADP heater operates normally,</li> <li>c) Remaining ADP AUTO function operates normally,</li> <li>d) Associated pump is verified not running when selected OFF,</li> <li>e) APU is used as ADP air source during takeoff, and</li> <li>f) Appropriate performance adjustments are applied.</li> </ul> </li> <li>(Continued)</li> </ul>

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OVETEM 9 1.	2.	NUM	BER INSTALLED
SYSTEM & ITEM SEQUENCE		3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS			4. REMARKS OR EXCEPTIONS
29 HYDRAULIC POWER			
-11-03 Center System Demand Air Driven Pumps (ADP) (Cont'd)			
-11-03B C	2	1	<ul> <li>(M)(O) One may be inoperative selected OFF provided: <ul> <li>a) Both center system ACMPs operate normally,</li> <li>b) Associated pump is verified not running when selected OFF,</li> <li>c) Remaining ADP is selected ON for the entire flight,</li> <li>d) APU is used as ADP air source during takeoff, and</li> <li>e) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>
-11-03-01  ADP Auto/Heater Function (-200/-200ER With PRR 61570 or SB 777-29-0004 Incorporated, and -200LR/-300/ -300ER/777F)			
-11-03-01A C	2	1	(M)(O) One may be inoperative provided:  a) Remaining ADP operates normally, b) Associated ADP ON and OFF selector positions are verified to operate normally, and c) Associated ADP is selected ON for the entire flight.  (Continued)

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SYSTEM & ITEM SEQUENCE NUMBERS 1.  29 HYDRAULIC POWER	2.	<del></del>	BER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
-11-03 Center System Demand Air Driven Pumps (ADP) (Cont'd)			
-11-03-01  ADP Auto/Heater Function (-200/-200ER With PRR 61570 or SB 777-29-0004 Incorporated, and -200LR/-300/ -300ER/777F) (Cont'd)			
-11-03-01B C	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Both center system ACMPs operate normally,</li> <li>b) Associated ADP ON and OFF selector positions are verified to operate normally,</li> <li>c) Associated ADP is selected ON for the entire flight,</li> <li>d) APU is used as ADP air source during takeoff, and</li> <li>e) Appropriate performance adjustments are applied.</li> </ul>
-11-03-01C C	2	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Both center system ACMPs operate normally,</li> <li>b) ADP ON and OFF selector positions are verified to operate normally for both pumps,</li> <li>c) One ADP is selected ON for the entire flight,</li> <li>d) APU is used as ADP air source during takeoff, and</li> <li>e) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>

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	AL AVIATION ADMINIST			'IN	MASTER MINIMUM EQUIPMENT LIST
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	BOEING B-7	777			DATE: 06/13/2012 29-4
SYSTEM	1 <i>S</i> .	1.	2.	NUME	BER INSTALLED
SEQUE	NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	KS				4. REMARKS OR EXCEPTIONS
29 HYD	RAULIC POWER				
-11-04	Demand Pump Selectors				
-11-04-	01				
	Center System AUTO Position	С	2	0	May be inoperative provided associated demand ADP auto function is considered inoperative.
-11-04-	02				
	Left & Right System AUTO Position	С	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) ON and OFF positions operate normally, and</li> <li>b) Associated pump selector is ON for takeoff and landing.</li> </ul>
-11-04-	03				
	ON Position	С	4	0	May be inoperative provided the AUTO and OFF positions for associated pump operate normally.
-11-05	Hydraulic Interface Module (HYDIM) Cards	С	4	3	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inoperative card is in the HYDIM center right (HCR) card position,</li> <li>b) Individual center system pump pressure indications operate normally, and</li> <li>c) Center system demand ADP C1 auto function is considered inoperative.</li> </ul>
-11-06	Center Hydraulic Isolation System	С	1	0	(M) May be inoperative deactivated open.
-18-01	Reservoir Quantity Gage (Remote)	С	1	0	

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	DOLING B-7	' '			DATE: 06/13/2012 29-5				
SYSTEM	1&	1.	2.	NUME	BER INSTALLED				
SEQUEN NUMBER	ICE ITEM			3.	NUMBER REQUIRED FOR DISPATCH				
INCINIDE					4. REMARKS OR EXCEPTIONS				
29 HYD	RAULIC POWER								
-18-02	Hydraulic System Accumulators	С	-	0					
-18-02-0	01								
	Charging Valves	С	3	0					
-18-02-(	)2								
\	Charging Gages	С	3	0					
-21-01	RAT Heater System								
-21-01-0	)1								
	-200/-200ER With PRR 61570 or SB 777-29-0004 Incorporated, and -200LR/-300/ -300ER/777F	Α	1	0	May be inoperative provided repairs are made within three flight days.				
-21-01-0	02								
	-200/-200ER Without PRR 61570 or SB 777-29-0004 Incorporated	A	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Both center system ACMPs operate normally,</li> <li>b) One ADP is selected ON for the entire flight.</li> <li>c) APU is used as ADP air source during takeoff,</li> <li>d) Appropriate performance adjustments are applied, and</li> <li>e) Repairs are made within three flight days.</li> </ul> </li> </ul>				
-21-02	RAT UNLKD Light	С	1	0					
-30-01	Hydraulic Pump FAULT Lights	С	8	5	One in each system may be inoperative.				

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SYSTEM	1 & ITEM	1.	2.	NUME	BER INSTALLED
SEQUEN NUMBER	NCE			3.	NUMBER REQUIRED FOR DISPATCH
			-		4. REMARKS OR EXCEPTIONS
29 HYD	RAULIC POWER				
-30-02	Hydraulic Synoptic Display	С	1	0	
-31-01	Hydraulic System Pressure Transducers	С	3	0	May be inoperative provided all associated system pump pressure indications operate normally.
-31-02	Pump Pressure Indication Systems				
-31-02-0					
	Left & Right Systems	С	4	2	<ul> <li>(M) One in each system may be inoperative provided:</li> <li>a) Associated system pressure transducer operates normally, and</li> <li>b) Associated pump operation is verified normal before each departure.</li> </ul>
-31-02-0	02				
	Center System				
-31-02-0	02A	С	4	3	(M) One may be inoperative provided:  a) Associated system pressure transducer operates normally, and  b) Associated pump operation is verified normal before each departure.
-31-02-0	02B	С	4	3	One may be inoperative for an associated inoperative pump.

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			1		DATE: 06/13/2012 29-7
SYSTEM		1.	2.	1	BER INSTALLED
SEQUEN NUMBER				3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
29 HYD	RAULIC POWER		<u>.</u>		4. REMARKS ON EXCELLITIONS
-32-01	Pump Temperature Indications				
-32-01-0	01				
	Left & Right Systems	С	4	2	<ul> <li>(M) One in each system may be inoperative provided:</li> <li>a) Associated pump pressure indications operate normally, and</li> <li>b) Associated pump operation is verified normal before each departure.</li> </ul>
-32-01-0	02 Center System				
-32-01-0	02A	С	4	3	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Associated pump pressure indications operate normally, and</li> <li>b) Associated pump operation is verified normal before each departure.</li> </ul>
-32-01-0	02B	С	4	3	One may be inoperative for an associated inoperative pump.
-33-01	Hydraulic Fluid Quantity Indications (Flight Deck)	С	3	1	<ul> <li>(M) Two may be inoperative provided:</li> <li>a) Reservoir level is verified normal before each departure,</li> <li>b) Associated system pressure indication operates normally, and</li> <li>c) For the center system indication inoperative, center hydraulic isolation system is deactivated.</li> </ul>

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	AL AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
AIRCRA					REVISION NO: 18b PAGE:
	BOEING B-7	777			DATE: 06/13/2012 30-1
SYSTEN	1 &	1.	2.	NUME	BER INSTALLED
SEQUE! NUMBE				3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
30 ICE /	AND RAIN PROTECTIO	·Ν			
-11-01	Wing Anti-Ice Systems	С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated valve is locked closed,</li> <li>b) Wing anti-ice control switch remains         OFF, and</li> <li>c) Airplane is not operated in known or         forecast icing conditions.</li> </ul>
-11-02	Wing Anti-Ice Control (Card and Switch)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Both wing anti-ice valves are locked closed,</li> <li>b) Wing anti-ice control switch remains OFF, and</li> <li>f) Airplane is not operated in known or forecast icing conditions.</li> </ul>
-11-03	Wing Anti-Ice Indications (WAI)	С	2	0	
-21-01	Engine Anti-Ice Systems	C	2	1	<ul> <li>(M) One may be inoperative provided: <ul> <li>a) Valve is locked closed,</li> <li>b) Associated engine anti-ice control switch remains OFF,</li> <li>c) Airplane is not operated in known or forecast icing conditions, and</li> <li>d) Flight remains within 120 minutes of landing at a suitable airport.</li> </ul> </li> <li>(Continued)</li> </ul>

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FEDERAL AVIATION ADMINISTRAT	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:
	1		DATE: 06/13/2012 30-2
SYSTEM & ITEM SEQUENCE ITEM	2.		BER INSTALLED
NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION	_		4. KLIMAKKO OK EXCEL HONG
-21-01 Engine Anti-Ice Systems (Cont'd)			
-21-01-01 PW and RR			
-21-01-01A C	2	1	<ul> <li>(M)(O) For operations at ambient temperature 38 degrees C or below, one may be inoperative provided: <ul> <li>a) Valve is deactivated open using deactivation kit,</li> <li>b) Engine fan case overheat detection system operates normally, and</li> <li>c) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>
-21-01-01B C	2	1	<ul> <li>(M)(O) For operations at ambient temperature 38 degrees C or below, one may be inoperative provided: <ul> <li>a) Valve is electrically disconnected and verified open,</li> <li>b) Engine fan case overheat detection system operates normally,</li> <li>c) Associated EAI pressure sensor system operates normally,</li> <li>d) Associated EAI card operates normally, and</li> <li>e) Appropriate performance adjustments are applied.</li> </ul> </li> <li>(Continued)</li> </ul>

U.S. DEPARTMENT OF TRANSPORT FEDERAL AVIATION ADMINISTRAT		N	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REVISION NO: 18b PAGE:
BOEING B-777			DATE: 06/13/2012 30-3
SYSTEM & ITEM	2.	NUME	BER INSTALLED
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION		ļ	
-21-01 Engine Anti-Ice Systems (Cont'd)			
-21-01-01 PW and RR (Cont'd)			
-21-01-01C A	2	1	<ul> <li>(M)(O) For operations at ambient temperature above 38 degrees C, one may be inoperative provided: <ul> <li>a) Valve is deactivated open using deactivation kit,</li> <li>b) Engine fan case overheat detection system operates normally,</li> <li>c) Appropriate performance adjustments are applied, and</li> <li>d) Repairs are made within three flight days.</li> </ul> </li> </ul>
-21-01-01D A	2	1	<ul> <li>(M)(O) For operations at ambient temperature above 38 degrees C, one may be inoperative provided: <ul> <li>a) Valve is electrically disconnected and verified open,</li> <li>b) Engine fan case overheat detection system operates normally,</li> <li>c) Associated EAI pressure sensor system operates normally,</li> <li>d) Associated EAI card operates normally,</li> <li>e) Appropriate performance adjustments are applied, and</li> <li>f) Repairs are made within three flight days.</li> </ul> </li> <li>(Continued)</li> </ul>

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FEDERAL AVIATION ADMINISTRAT	TION		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:  DATE: 06/13/2012 30-4
SYSTEM & ITEM SEQUENCE NUMBERS	2.		BER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION  -21-01 Engine Anti-Ice Systems (Cont'd)  -21-01-02 GE			
-21-01-02A C	2	1	<ul> <li>(M)(O) For operations at ambient temperature 38 degrees C or below, one may be inoperative provided: <ul> <li>a) Valve is deactivated open using deactivation kit,</li> <li>b) Engine fan case overheat detection system operates normally,</li> <li>c) Turbine case cooling air flow systems operate normally,</li> <li>d) Appropriate performance adjustments are applied, and</li> <li>e) Except for GE90-100 series, EECs must be operated in the normal mode.</li> </ul> </li> </ul>
-21-01-02B C	2	1	<ul> <li>(M)(O) For operations at ambient temperature 38 degrees C or below, one may be inoperative provided: <ul> <li>a) Valve is electrically disconnected and verified open,</li> <li>b) Engine fan case overheat detection system operates normally,</li> <li>c) Associated EAI pressure sensor system operates normally,</li> <li>d) Associated EAI card operates normally,</li> <li>e) Turbine case cooling air flow systems operate normally,</li> <li>f) Appropriate performance adjustments are applied, and</li> <li>g) Except for GE90-100 series, EECs must be operated in the normal mode.</li> </ul> </li> <li>(Continued)</li> </ul>

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FEDERAL AVIATION ADMINISTRAT	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:
	Τ_		DATE: 06/13/2012 30-5
SYSTEM & ITEM SEQUENCE	2.		BER INSTALLED
NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
30 ICE AND RAIN PROTECTION	4		4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION			
-21-01 Engine Anti-Ice Systems (Cont'd)			
-21-01-02 GE (Cont'd)			
-21-01-02C A	2	1	<ul> <li>(M)(O) For operations at ambient temperature above 38 degrees C, one may be inoperative provided: <ul> <li>a) Valve is deactivated open using deactivation kit,</li> <li>b) Engine fan case overheat detection system operates normally,</li> <li>c) Turbine case cooling air flow systems operate normally, and</li> <li>d) Appropriate performance adjustments are applied,</li> <li>e) Repairs are made within three flight days, and</li> <li>f) Except for GE90-100 series, EECs must be operated in the normal mode.</li> </ul> </li> </ul>
-21-01-02D A	2	1	<ul> <li>(M)(O) For operations at ambient temperature above 38 degrees C, one may be inoperative provided: <ul> <li>a) Valve is electrically disconnected and verified open,</li> <li>b) Engine fan case overheat detection system operates normally,</li> <li>c) Associated EAI pressure sensor system operates normally,</li> <li>d) Associated EAI card operates normally,</li> <li>e) Turbine case cooling air flow systems operate normally,</li> <li>f) Appropriate performance adjustments are applied,</li> <li>g) Repairs are made within three flight days, and</li> <li>h) Except for GE90-100 series, EECs must be operated in the normal mode.</li> </ul> </li> </ul>

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AIRCRA	FT: BOEING B	.777			REVISION NO: 18b PAGE:
	BOLINGB				DATE: 06/13/2012 30-6
SYSTEM	1&	1.	2.	NUME	BER INSTALLED
SEQUEN NUMBER				3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
30 ICE /	AND RAIN PROTECTION	NC			
-21-02	Engine Anti-Ice Indications (EAI)	С	2	0	
-31-01	Pitot Probe Heater Systems				
-31-01-0					
	Right Pitot Heater	В	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Right pitot air data module is deactivated,</li> <li>b) Left and center pitot air data modules operate normally,</li> <li>c) Left and center pitot probe heater systems operate normally,</li> <li>d) Left static air data module operates normally,</li> <li>e) Standby airspeed indication operates normally,</li> <li>f) Right AIR DATA/ATT instrument source switch operates normally,</li> <li>g) Approach minimums do not require its use,</li> <li>h) SAARU data is verified to be available to the right PFD before each departure, and</li> <li>i) Left and center pitot probes are inspected before each departure.</li> </ul> </li> <li>(Continued)</li> </ul>

U.S. DEPARTMENT OF TRANSPOR	TATIO	N		
FEDERAL AVIATION ADMINISTRAT	ION		MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:	
BOEING B-111			DATE: 06/13/2012 30-7	
SYSTEM & ITEM	2.	NUM	BER INSTALLED	
SEQUENCE ITEM NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS OR EXCEPTIONS	
30 ICE AND RAIN PROTECTION				
-31-01 Pitot Probe Heater Systems (Cont'd)				
-31-01-02 Left Pitot Heater B	1	0	<ul> <li>(M) May be inoperative provided: a) Left pitot air data module is deactivated,</li> <li>b) Right and center pitot air data modules operate normally,</li> <li>c) Right and center pitot probe heater systems operate normally,</li> <li>d) Right static air data module operates normally,</li> <li>e) Standby airspeed indication operates normally,</li> <li>f) Left AIR DATA/ATT instrument source switch operates normally,</li> <li>g) Approach minimums do not require its use,</li> <li>h) SAARU data is verified to be available to the left PFD before each departure, and</li> <li>i) Right and center pitot probes are inspected before each departure.</li> <li>(Continued)</li> </ul>	

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FEDERAL AVIATION ADMINISTRAT	ION		
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:
BOEIIG B 111	1		DATE: 06/13/2012 30-8
SYSTEM & ITEM	2.	NUME	BER INSTALLED
SEQUENCE ITEM NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
NOMBERO			4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION			
-31-01 Pitot Probe Heater Systems (Cont'd)			
-31-01-03			
Center Pitot Heater B	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Left and right pitot air data modules operate normally,</li> <li>b) Left and right pitot probe heater systems operate normally,</li> <li>c) Standby airspeed indication operates normally,</li> <li>d) Approach minimums do not require its use,</li> <li>e) Airplane is not operated in known or forecast icing conditions or visible moisture,</li> <li>f) Left and right pitot probes are inspected before each departure, and</li> <li>g) Flight remains within 120 minutes of landing at a suitable airport.</li> </ul> </li> </ul>
-33-01 Total Air Temperature (TAT) Probe Heater System			
-33-01-01			
Single TAT System C	1	0	May be inoperative provided:  a) Airplane is not operated in known or forecast icing conditions, and b) Flight remains within 120 minutes of landing at a suitable airport.  (Continued)

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NO: 18b PAGE:
13/2012 30-9
ED FOR DISPATCH
OR EXCEPTIONS
e provided: not operated in known or ing conditions, and ains within 120 minutes of a suitable airport.
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ative provided: ion on associated engine formally, nes must be operated in the ALTN) mode, and re performance adjustments d.

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FEDERA	AL AVIATION ADMINIST	RAT	ION		
AIRCRAFT: BOEING B-777					REVISION NO: 18b PAGE:
	DOLING B 7		ı		DATE: 06/13/2012 30-10
SYSTEM	/I & ITEM	1.	2.	NUME	BER INSTALLED
SEQUE! NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH
			-		4. REMARKS OR EXCEPTIONS
30 ICE /	AND RAIN PROTECTIO	N			
-41-01	Flight Deck Forward Window Primary Heater Systems	С	2	1	One may be inoperative provided:  a) Associated window backup heater operates normally,  b) Both left and right side (No. 2) window heaters operate normally,  c) Airplane is not operated in known or forecast icing conditions,  d) Associated switch remains OFF, and e) Flight remains within 120 minutes of landing at a suitable airport.
-41-02	Flight Deck Side (No. 2) Window Heater Systems	С	2	1	One may be inoperative provided:  a) Both forward window primary heaters operate normally, and b) Associated switch remains OFF.
-41-03	Flight Deck Aft (No. 3) Window Heater Systems	D	2	0	
-41-04	Window Heat INOP Lights	С	4	0	
-42-01	Windshield Wipers	С	2	0	May be inoperative provided:  a) Airplane is not operated in known or forecast precipitation within 5 statute miles of the airport of departure or intended landing, and b) Approach minimums do not require its use.
-42-01-0	01 Low Speed Functions	С	2	0	May be inoperative provided associated high speed function operates normally.  (Continued)

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FEDERAL AVIATION ADMINI			'IN	MASTER MINIMUM EQUIPMENT LIST
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BOEING E	3-777			DATE: 06/13/2012 30-11
	1.	2.	NII IN 1	BER INSTALLED
SYSTEM & ITEM SEQUENCE	1.	۷.		NUMBER REQUIRED FOR DISPATCH
NUMBERS			٥.	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECT	ION			4. KEWAKKO OK EXCEPTIONS
-42-01 Windshield Wipers (Cont'd)				
-42-01-02 High Speed Functior	ns			
riigir opeca r anolioi				
-42-01-02A	С	2	1	One may be inoperative provided associated low speed function operates normally.
-42-01-02B	С	2	0	May be inoperative provided: <ul> <li>a) Both low speed functions operate normally, and</li> <li>b) Airplane is not operated in known or forecast precipitation of moderate or greater intensity within 5 statute miles of the airport of departure or intended landing.</li> </ul>
-42-01-03				
Intermittent Function	s C	2	0	
-71-01 Drain Mast Heaters	С	2	0	(M) May be inoperative provided:         a) Associated galley service and lavatory sinks are not used, and         b) Associated galley and lavatory sink water supply shutoff valves are closed.
-81-01 Ice Detectors	С	2	0	(O) May be inoperative provided engine and wing anti-ice systems are operated manually.
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FEDERAL AVIATION ADMINISTR	ATION		
AIRCRAFT: BOEING B-77	7		REVISION NO: 18b PAGE:
BOLING B 11			DATE: 06/13/2012 31-1
SYSTEM &	1. 2.	NUME	BER INSTALLED
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS			4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS			
-09-01 Systems Cardfile (ARINC Signal Gateway (ASG) Cards	C 4	2	<ul> <li>(O) Two ASG cards and/or the associated ARINC 629 couplers may be inoperative provided: <ul> <li>a) One inoperative ASG card and/or associated ARINC 629 coupler is in the left systems cardfile,</li> <li>b) One inoperative ASG card and/or associated ARINC 629 coupler is in the right systems cardfile,</li> <li>c) Left and right hydraulic demand pump ON and OFF selectors operate normally,</li> <li>d) Left and right hydraulic demand pump selectors are ON for takeoff and landing, and</li> <li>e) Center system hydraulic demand pump C1 or C2 is ON for takeoff and landing.</li> </ul> </li> </ul>
-09-01-01 Left Systems Cardfile ( ASG Cards	C 2	1	<ul> <li>(O) One ASG card and/or the associated ARINC 629 coupler may be inoperative in the left systems cardfile provided: <ul> <li>a) Left hydraulic demand pump ON and OFF selector operates normally,</li> <li>b) Left hydraulic demand pump selector is ON for takeoff and landing, and</li> <li>c) Both right systems cardfile ASG cards operate normally.</li> </ul> </li> </ul>
-09-01-02 Right Systems Cardfile ASG Cards	C 2	1	<ul> <li>(O) One ASG card and/or the ARINC 629 coupler may be inoperative in the right systems cardfile provided: <ul> <li>a) Right hydraulic demand pump ON and OFF selector operates normally,</li> <li>b) Right hydraulic demand pump selector is ON for takeoff and landing, and</li> <li>c) Both left systems cardfile ASG cards operate normally.</li> </ul> </li> </ul>

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AIRCRA	FT: BOEING B-7	777			REVISION NO: 18b PAGE:
	BOLING B-7	,,			DATE: 06/13/2012 31-2
SYSTEM	1&	1.	2.	NUME	BER INSTALLED
SEQUEN NUMBER				3.	NUMBER REQUIRED FOR DISPATCH
NOWBE					4. REMARKS OR EXCEPTIONS
	CATING/RECORDING TEMS				
-09-02	Systems Cardfile Power Supplies				
-09-02-0	D1 Left Systems Cardfile (LSCF) Power Supplies	С	2	1	(M)(O) One power supply may be inoperative deactivated.
-09-02-0	02 Right Systems Cardfile (RSCF) Power Supplies				
-09-02-0	02A	С	2	1	(M) Power supply 2 may be inoperative deactivated.
-09-02-0	02B	С	2	1	(M) Power supply 1 may be inoperative deactivated provided left air/ground system operates normally.
-20-01 ***	Countdown Timer	D	1	0	
-25-01 ***	Clocks	С	2	1	
-25-02	Clock Switches	С	2	1	

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50205				DATE: 06/13/2012 31-3
SYSTEM & ITEM	1.	2.	NUME	BER INSTALLED
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS				
-31-01 Flight Data Record (FDR) System				
-31-01A	С	-	1	Any in excess of those required by FAR may be inoperative.
-31-01B	A	-	0	<ul> <li>May be inoperative provided: <ul> <li>a) Cockpit Voice Recorder (CVR) operates normally,</li> <li>b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul> <li>1) The FDR failure occurs after pushback but prior to takeoff, or</li> <li>2) The FDR repair was attempted but was not successful.</li> </ul> </li> <li>c) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or a series of flights until the next designated airport where repair must be accomplished prior to dispatch, and</li> <li>d) Repairs are made within three flight days.</li> </ul> </li> </ul>
-31-01-01 FDR Recording Parameters Required by FAR	Α	-	-	May be inoperative provided:  a) Cockpit Voice Recorder (CVR) operates normally, and  b) Repairs are made within 20 calendar days.
-31-01-02 FDR Recording Parameters Not Required by FAR	Α	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.

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SYSTEM	1 &	1.	2.	NUM	BER INSTALLED
SEQUE! NUMBE	NCE TIEM			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
	CATING/RECORDING TEMS				
-33-01	Airborne Printer (Flight Deck)				
-33-01A	<b>A</b>	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
-33-01E	3	D	1	0	May be inoperative provided procedures do not require its use.
-33-01-0	01				
	Miscellaneous Features	D	-	-	
-35-01 ***	Quick Access Recorder	D	1	0	
-35-02 ***	Airplane Condition Monitoring Function (ACMF)	D	1	0	
-41-01	DELETED (AIMS Cabinet Hot Battery Bus Power Inputs)				Revision 18 deleted item.
-41-02	DELETED (AIMS Core Processor Module/Graphics Generator (CPM/GG) Channels (AIMS BP-01 or Later Not Installed))				Revision 18 deleted item.

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BOEING B-777			DATE: 06/13/2012 31-5						
		1.	2.	NUMI	BER INSTALLED				
SYSTEN SEQUEI					NUMBER REQUIRED FOR DISPATCH				
NUMBE	RS				4. REMARKS OR EXCEPTIONS				
	CATING/RECORDING TEMS		-						
-41-03	Airplane Information Management System (AIMS)								
-41-03-	01								
***	AIMS-II Cabinet Bus	С	1	0	May be dispatched with AIMS CABINET BUS faults.				
-51-01	Master Warning Lights (Glareshield)	С	2	1	One may be inoperative provided the aural for the master warning system operates normally.				
-51-02	Master Caution Lights (Glareshield)	С	2	1	One may be inoperative provided the aural for the master caution system operates normally.				
-51-03	Aural Warning Speaker Systems	С	2	1	One may be inoperative provided master warning and master caution lights operate normally.				
-51-04	Warning Electronics System (WES) Channels								
-51-04-	01 Passenger								
-51-04-	01A	С	4	3	One may be inoperative provided:  a) Both stabilizer position indicators operate normally, and  b) SPEED LIM flag is not displayed adjacent to the airspeed indication on either PFD.				
-51-04-	01B	С	4	3	(M) One may be inoperative deactivated.				
					(Continued)				

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AIRCRAFT:	NISTRATI	ON		REVISION NO: 18b PAGE:
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	1.	2.	NII IN II	BER INSTALLED
SYSTEM & ITEM SEQUENCE	1.	۷.		NUMBER REQUIRED FOR DISPATCH
NUMBERS			0.	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDII SYSTEMS	NG			4. REMARKE ON EXCEPTIONS
-51-04 Warning Electronic System (WES) Channels (Cont'd)	es			
-51-04-02 777F				
-51-04-02A	С	4	3	One may be inoperative provided:  a) CSD controller channels operate normally, b) All ASG cards operate normally, c) Both stabilizer position indicators operate normally, and d) SPEED LIM flag is not displayed adjacent to the airspeed indication on either PFD.
-51-04-02B	С	4	3	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inoperative channel is deactivated,</li> <li>b) CSD controller channels operate normally, and</li> <li>c) All ASG cards operate normally.</li> </ul>
-51-05 Warning Electronic System (WES) Autopilot Disconne Warning Function		1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Autopilots are not used,</li> <li>b) Approach minimums do not require use of the autopilots,</li> <li>c) Number of flight segments and segment duration is acceptable to flight crew,</li> <li>d) Enroute operations do not require use of the autopilots, and</li> <li>e) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul> </li> </ul>
-51-05-01 WES Autopilot Interfaces	С	3	2	(O) One may be inoperative provided the WES autopilot disconnect warning function is verified to operate normally.

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	AL AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT: BOEING B-7	777			REVISION NO: 18b PAGE:  DATE: 06/13/2012 31-8
SYSTEN SEQUEI NUMBE	NCE ITEM	1.	2.	l	BER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
	CATING/RECORDING TEMS				
-61-06	Inboard Display Selector Positions	В	8	7	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Lower center display unit operates normally,</li> <li>b) Remaining positions are verified to operate normally on associated selector, and</li> <li>c) Alternate procedures are used when required.</li> </ul> </li> </ul>
-61-07	Electronic Checklist (ECL) System	С	1	0	(M)(O) May be inoperative provided electronic checklist is deactivated and established paper checklist procedures are used.
-61-07-	01				
	ECL Closed Loop Switch Indications	С	-	0	(O) May be inoperative provided ECL line item override procedures are used when required to complete checklists.
-61-08	EFIS Control Panels	С	2	1	(M)(O) One may be inoperative provided the associated CDU EFIS control panel backup feature is verified to operate normally.

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SYSTEM &	1.	2.	NUME	BER INSTALLED
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
NOMBERO				4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS				
-61-09 Instrument Source Switches				
-61-09-01		_	•	
NAV and DSPL CTRL ( Switches	C	5	0	May be inoperative provided associated switches are not moved in flight.
-61-09-02 AIR DATA/ATT Switches				
-61-09-02A	С	2	1	One may be inoperative provided the associated switch is not moved in flight.
-61-09-02B	С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) One AIR DATA/ATT switch is in the normal position,</li> <li>b) Associated display units are verified to operate from selected sources, and</li> <li>c) Associated switches are not moved in flight.</li> </ul>
-61-10 Ground Maneuver Camera System (-300/-300ER)	D	1	0	
-61-11 Heading Reference (HDG REF) Switch				
-61-11-01				
TRUE Function	С	1	0	(O) May be inoperative provided enroute procedures do not require its use.
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BOEING I	B-///			DATE: 06/13/2012 32-1
CVCTEM 0	1.	2.	NUME	BER INSTALLED
SYSTEM & ITEM SEQUENCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS				4. REMARKS OR EXCEPTIONS
32 LANDING GEAR				
-00-01 Landing Gear Synoptic Display	С	1	0	
-08-01 Proximity Sensor Electronic Unit (PSEU) Channels				
-08-01A	С	4	3	
-08-01B	С	4	2	(M)(O) One may be inoperative in each PSEU provided:  a) PSEU 1 transmission is verified on the left ARINC 629 systems bus, and b) PSEU 2 transmission is verified on the right ARINC 629 systems bus.
-08-01C	С	4	2	<ul> <li>(M)(O) One may be inoperative in each PSEU provided: <ul> <li>a) PSEU 1 transmission is verified on the right ARINC 629 systems bus,</li> <li>b) PSEU 2 transmission is verified on the left ARINC 629 systems bus,</li> <li>c) After takeoff, gear remains down for two minutes before retraction, and</li> <li>d) Takeoff performance is based on landing gear extended.</li> </ul> </li> </ul>
-08-01D	С	4	2	(M)(O) One may be inoperative in each PSEU provided:  a) Landing gear are secured in the down position, and b) Airplane is dispatched in accordance with the appropriate AFM Gear Extended Appendix.

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		1.	2.	NUMF	BER INSTALLED
SYSTEN SEQUE			۷.		NUMBER REQUIRED FOR DISPATCH
NUMBE				0.	4. REMARKS OR EXCEPTIONS
32 LAN	DING GEAR				
-09-01	Air/Ground System - Weight on Wheels				
-09-01-					
	Left System	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated system is deactivated,</li> <li>b) Right air/ground system operates normally, and</li> <li>c) Right system cardfile power supply 1 operates normally.</li> </ul>
-09-01-	02				
	Right System	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated system is deactivated,</li> <li>b) Left air/ground system operates normally, and</li> <li>c) All galley/lavatory water supply shutoff valves are closed.</li> </ul>
-11-01	Nose Landing Gear Strut Upper Air Chamber Pressure Indicator (-300ER)	D	1	0	
-30-01	Landing Gear Actuation System	В	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Inoperative components are properly secured by an accepted procedure,</li> <li>b) Landing gear is secured in the down position, and</li> <li>c) Airplane is dispatched in accordance with the appropriate AFM Gear Extended Appendix.</li> </ul>
-30-02	Semi-Lever Gear (SLG) System (-300ER)	С	1	0	(M)(O) May be inoperative provided:  a) SLG system is deactivated, and b) Appropriate performance adjustments are applied.
-31-01	Landing Gear Lever Lock Solenoid	С	1	0	(O) May be inoperative provided solenoid is in the locked position.

AL AVIATION ADMINIST FT: BOEING B-7  1 & ITEM RS  DING GEAR		T	NUME	REVISION NO: 18b PAGE: DATE: 06/13/2012 32-3
BOEING B-7  1 & ITEM RS		2.	NUME	
NCE TIEM RS	1.	2.	NUME	DATE: 06/13/2012 32-3
NCE TIEM RS	1.	2.	NUME	SED MOTALLED
RS			_	BER INSTALLED
DING GEAR			3.	NUMBER REQUIRED FOR DISPATCH
JING GEAR				4. REMARKS OR EXCEPTIONS
Landing Gear Selector Valve Electrical Control Circuits	С	2	1	(M) One UP/DOWN electrical control circuit may be inoperative provided the remaining UP/DOWN circuit is verified to operate normally each flight day.
Main Gear Door Uplock Springs	В	4	3	(M)(O) One spring on one door uplock mechanism may be missing and gear retraction allowed provided 270 KIAS/.82 Mach is not exceeded during flight.
Main Gear Uplock Springs	В	4	3	(M)(O) One spring on one main gear uplock mechanism may be missing and gear retraction allowed provided 270 KIAS/.82 Mach is not exceeded during flight.
Main Gear Side Brace Springs (PRR 61350-34 Not Incorporated)	В	4	3	(M)(O) One main gear side brace spring may be missing provided airspeed is limited to 250 knots when extending landing gear using alternate gear extend system.
Landing Gear Alternate Extend System	В	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Landing gear are secured in the down position,</li> <li>b) Alternate extend system is deactivated, and</li> <li>c) Airplane is dispatched in accordance with the appropriate AFM Gear Extended Appendix.</li> </ul>
01				
Alternate Extend Hydraulic Pressure Switch	В	1	0	<ul> <li>(M)(O) May be inoperative open provided:</li> <li>a) Landing gear doors are verified to open using the alternate extend system, and</li> <li>b) Alternate procedures are established, and used when required.</li> </ul>
	Main Gear Door Uplock Springs  Main Gear Uplock Springs  Main Gear Side Brace Springs (PRR 61350-34 Not Incorporated)  Landing Gear Alternate Extend System  O1 Alternate Extend Hydraulic Pressure	Main Gear Door Uplock Springs  Main Gear Uplock Springs  Main Gear Uplock Springs  Main Gear Side Brace B Springs (PRR 61350-34 Not Incorporated)  Landing Gear Alternate Extend System  Alternate Extend B Hydraulic Pressure	Main Gear Door Uplock Springs  Main Gear Uplock B 4  Main Gear Uplock B 5  Springs  Main Gear Side Brace B 5  Springs (PRR 61350-34 Not Incorporated)  Landing Gear B 1  Alternate Extend System  Alternate Extend B 1  Hydraulic Pressure	Main Gear Door Uplock Springs  Main Gear Uplock B 4 3 Springs  Main Gear Side Brace B 4 3 Springs (PRR 61350-34 Not Incorporated)  Landing Gear B 1 0 Alternate Extend System  Alternate Extend B 1 0 Hydraulic Pressure

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SYSTEM	&	1.	2.	NUME	BER INSTALLED
SEQUEN NUMBER				3.	NUMBER REQUIRED FOR DISPATCH
NOMBER					4. REMARKS OR EXCEPTIONS
32 LAND	ING GEAR				
	Ground Door Release Control System	С	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Both door open control switches are verified to be open,</li> <li>b) Landing gear doors are verified to open using the alternate extend system, and</li> <li>c) Landing gear doors are closed before each departure.</li> </ul> </li> </ul>
-35-02-0	1				
	Door Open Control Switches	В	2	0	<ul> <li>(M)(O) May be inoperative closed provided: <ul> <li>a) Landing gear are secured in the down position,</li> <li>b) Landing gear alternate extend system is deactivated, and</li> <li>c) Airplane is dispatched in accordance with the appropriate AFM Gear Extended Appendix.</li> </ul> </li> </ul>
	Brake Accumulator Pressure Indicator (Wheel Well)	D	1	0	May be inoperative provided flight deck brake accumulator pressure indicator operates normally.
	Brake Accumulator Pressure Indicator (Flight Deck)	С	1	0	(M) May be inoperative provided brake accumulator charge is verified normal once each flight day.
	BRAKE SOURCE Indication System	Α	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Flight deck brake accumulator pressure indicator operates normally,</li> <li>b) Normal and alternate brake systems are verified to operate normally,</li> <li>c) Brake accumulator isolation valve is verified to operate normally,</li> <li>d) Alternate procedures are established and used, and</li> <li>e) Repairs are made within three flight days.</li> </ul> </li> </ul>
-41-03-0	1				
	BRAKE SOURCE Light	С	1	0	May be inoperative provided the BRAKE SOURCE alerting message operates normally.

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SYSTE	M & ITEM	1.	2.	NUME	BER INSTALLED
SEQUE NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH
NOMBE					4. REMARKS OR EXCEPTIONS
32 LAN	DING GEAR				
-42-01	Normal Antiskid Valves				
-42-01/	4	С	12	10	(M)(O) One valve per each six wheel truck may be inoperative provided:  a) Associated brake is deactivated using the deactivation assembly, and b) AFM performance decrements for brake(s) deactivated are applied.
-42-01E	3	С	12	10	<ul> <li>(M)(O) One valve per each six wheel truck may be inoperative provided: <ul> <li>a) Associated brake is deactivated by capping the brake line,</li> <li>b) After takeoff, gear remains down for two minutes before retraction,</li> <li>c) AFM performance decrements for brake(s) deactivated are applied, and</li> <li>d) Takeoff performance is based on landing gear extended.</li> </ul> </li> </ul>
-42-02	Antiskid Wheelspeed Transducers	С	12	10	(O) One transducer per each six wheel truck may be inoperative provided:  a) AFM performance decrements for brake(s) deactivated are applied, and b) No other brakes are deactivated on that truck.
-42-03	Alternate Antiskid Valves	С	8	0	(M) May be inoperative provided manual braking capability on the alternate brake system is verified to operate normally.

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SYSTEM & ITEM	1.	2.	NUME	BER INSTALLED
SEQUENCE TIEW NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
32 LANDING GEAR				
-42-04 Autobrake System (Including Autobrake Solenoid Valve)	e			
-42-04A	С	1	0	(M) May be inoperative provided:  a) Autobrake solenoid valve is verified closed, and  b) Autobrake selector remains in the OFF position.
-42-04B	С	1	0	(M) May be inoperative provided:     a) Autobrake hydraulic control module is deactivated, and     b) Autobrake selector remains in the OFF position.
-44-01 Brake Status Lights (On Nose Gear)				
-44-01A	С	3	0	(O) May be inoperative provided alternate procedures are established and used.
-44-01B	D	3	0	May be inoperative provided procedures do not require their use.
-44-02 Gear Retraction Braking System	С	1	0	(O) Maybe inoperative provided:     a) After takeoff, gear remains down for two minutes before retraction, and     b) Takeoff performance is based on landing gear extended.
-44-03 Parking Brake Set Indication System (Flight Deck)	С	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Alternate procedures are established and used,</li> <li>b) Parking brake valve is verified to operate normally once each flight day,</li> <li>c) Parking brake and brake antiskid interface indication is verified to operate normally once each flight day, and</li> <li>d) Parking brake takeoff configuration warning system is verified to operate</li> </ul> </li> </ul>

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NUMBERS			3.	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR		1		4. KEWAKKS OK EXCEPTIONS
			 	normally.
				normany.
-45-01 Wheel Brake	S			
-45-01A	С	12	10	<ul> <li>(M)(O) One per each six wheel truck may be inoperative provided:</li> <li>a) Associated brake is deactivated with a deactivation assembly, and</li> <li>b) AFM performance decrements for brakes deactivated are applied.</li> </ul>
-45-01B	С	12	10	<ul> <li>(M)(O) One per each six wheel truck may be inoperative provided: <ul> <li>a) Associated brake is deactivated by capping the brake line,</li> <li>b) After takeoff, gear remains down for two minutes before retraction,</li> <li>c) AFM performance decrements for brakes deactivated are applied, and</li> <li>d) Takeoff performance is based on landing gear extended.</li> </ul> </li> </ul>
-45-01C	C	12	10	<ul> <li>(M)(O) One per each six wheel truck may be removed from the center axle only provided: <ul> <li>a) Associated brake line is capped,</li> <li>b) After takeoff, gear remains down for two minutes before retraction,</li> <li>c) AFM performance decrements for brakes deactivated are applied, and</li> <li>d) Takeoff performance is based on landing gear extended.</li> </ul> </li> </ul>

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SYSTEM	1.8	1.	2.	NUM	BER INSTALLED			
SEQUEI NUMBE				3.	NUMBER REQUIRED FOR DISPATCH			
NONDL					4. REMARKS OR EXCEPTIONS			
32 LAN	DING GEAR							
-45-02	Wheel Tie Bolts	A	-	-	<ul> <li>(M) One per wheel may be broken or missing provided: <ul> <li>a) Affected wheel is removed, checked for broken parts or damage, and replaced if broken parts or damage is found,</li> <li>b) Associated brake is checked for broken parts or damage, and is replaced or deactivated if broken parts or damage is found,</li> <li>c) After each landing, wheel is inspected for additional broken or missing tie bolts, and</li> <li>d) Operations are limited to five departures before repairs are made.</li> </ul> </li> </ul>			
-45-03 ***	Integral Tire Pressure Indicators	D	-	0				
-45-04	Nose Gear Spin Brake	С	2	0	(O) May be inoperative or missing provided after takeoff, gear remains down for two minutes before retraction.			
					NOTE: In the event of engine failure after V1, retract landing gear after takeoff.			
-46-01	Brake Temperature Indication System	С	1	0	(O) May be inoperative provided AFM Maximum Quick Turnaround Weight limitations are observed.			
					NOTE 1: Brake cooling fans (if installed) will be inoperative when all brake temperature indications are inoperative.			
					NOTE 2: Any portion of the system that operates normally may be used.			
-47-01 ***	Brake Cooling Fans	D	12	0	(M) May be inoperative provided associated fan shrouds are removed.			

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22 I AN	DING GEAR				4. REMARKS OR EXCEPTIONS				
-49-01 ***	Tire Pressure Indication System								
-49-01 <i>A</i>	A	С	1	0	May be inoperative provided alternate procedures are established and used.				
					NOTE: Any portion of the system that operates normally may be used.				
-49-01E	3	D	1	0	May be inoperative provided procedures do not require its use.				
-53-01	Main Gear Steering System (Including Indication)	С	1	0	(M) May be inoperative provided:  a) Main gear steering actuators are verified locked in the center position, and  b) Main gear steering system is deactivated.				
-61-01	Landing Gear Position Indication Systems	В	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Landing gear are secured in the down position, and</li> <li>b) Airplane is dispatched in accordance with the appropriate AFM Gear Extended Appendix.</li> </ul>				
-61-01-	01								
	Truck Tilt Sensors	С	4	0	(M)(O) May be inoperative provided the nose gear lock, nose gear down, main gear side brace and main gear drag brace sensors are verified to operate normally each flight day.				
					(Continued)				
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DING GEAR		]   							
Landing Gear Position Indication Systems (Cont'd)									
02 Nose Gear Not-Compressed Sensors									
02A	С	2	1	<ul> <li>(M) One PSEU 2 nose gear not-compressed sensor may be inoperative provided: <ul> <li>a) Nose gear lock, nose gear down, main gear side brace and main gear drag brace sensors are verified to operate normally each flight day, and</li> <li>b) Left equipment cooling controller operates normally.</li> </ul> </li> </ul>					
02B	С	2	1	(M) One PSEU 1 nose gear not-compressed sensor may be inoperative provided nose gear lock, nose gear down, main gear side brace and main gear drag brace sensors are verified to operate normally each flight day.					
Landing Gear Door Position Sensors	С	6	3	(M) One per gear (nose, left main, right main) may be inoperative provided sensor is failed in the door not closed position.					
Landing Gear Uplock Position Sensors	С	6	3	(M) One per gear may be inoperative provided the sensor is failed in the unlocked position and the associated landing gear door position sensors operate normally.					
	BOEING BANCE RS  DING GEAR  Landing Gear Position Indication Systems (Cont'd)  02 Nose Gear Not-Compressed Sensors  02A  Landing Gear Door Position Sensors  Landing Gear Uplock	BOEING B-777  A & ITEM RS  DING GEAR  Landing Gear Position Indication Systems (Cont'd)  02 Nose Gear Not-Compressed Sensors  02A  C  Landing Gear Door Position Sensors  C  Landing Gear Door Position Sensors  C  Landing Gear Uplock C	BOEING B-777  A & ITEM RS  DING GEAR  Landing Gear Position Indication Systems (Cont'd)  02  Nose Gear Not-Compressed Sensors  02A  C 2  Landing Gear Door C 2  Landing Gear Uplock C 6	BOEING B-777  1. 2. NUMI  1. 2. NUMI  3. DING GEAR  Landing Gear Position Indication Systems (Cont'd)  02 Nose Gear Not-Compressed Sensors  02A  C  2  1  Landing Gear Door Position Sensors  C  6  3  Landing Gear Uplock C  6  3					

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2	1							
1	0	(M)(O) May be inoperative provided:						
		a) Tail skid is secured in the extended position,						
		b) Water supplies associated with aft drain						
		mast are secured off, and c) Appropriate performance adjustments						
		are applied.						
1	0	(M) May be inoperative provided tail skid						
'		extend/retract function is verified to operate						
		normally once each flight day.						
1	0	(M)(O) May be inoperative provided:						
		<ul> <li>a) Tail skid is secured in the extended position,</li> </ul>						
		<ul> <li>b) Water supplies associated with aft drain mast are secured off, and</li> </ul>						
		c) Appropriate performance adjustments						
		are applied.						
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SYSTEM & TEM		2.	NUME	BER INSTALLED				
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NUMBERS				4. REMARKS OR EXCEPTIONS				
33 LIGHTS								
-11-01 Flight Compartmen and Instrument Lighting System	t C	-	-	Individual lights or light controls may be inoperative provided:  a) Remaining lighting is sufficient to clearly illuminate all instruments and switches, b) Direct rays are shielded from flight crew eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) Both dome lights or a dome light and the aisle stand floodlight operate normally.				
-13-01 Master Brightness Control	С	1	0	May be inoperative provided the master brightness control switch is selected off.				
-16-01 Master Dim and Te System	st B	1	0	Dim function may be inoperative provided:  a) TEST and BRT functions operate normally, and  b) Light intensity is acceptable to the flight crew.				
-21-01 Cabin Interior Illumination								
-21-01-01								
Passenger								
-21-01-01-01  With Powered Floor Proximity Emergent Escape Path Lightin System	су	-	-	Individual lights may be inoperative provided:  a) Sufficient lighting remains for crew members to perform their duties, and b) For night operations beyond 60 minutes of landing at a suitable airport, at least 75% of the standby lights operate normally.  (Continued)				

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SYSTEM &	1.	2.	NUME	BER INS	STALLED			
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NUMBERS				4. F	REMARKS OR EXCEP	TIONS		
33 LIGHTS								
-21-01 Cabin Interior Illumination (Cont'd)								
-21-01-01 Passenger (Cont'd)								
-21-01-01-02 With Photoluminescent Floor Proximity Emergency Escap Path Marking Syst	е	-	1	inoper a) b) c)	otal ceiling and sidewal ative in each cabin zone. No more than two lar in each cabin zone a A minimum of two lar normally between incomperative ceiling armay not be adjacent.  A cabin zone is the passes of repairs.	ne provide mps are ir isle, mps must operative and sidewa	od: noperative operate lamps, and ill lamps cabin area	
-21-01-02 777F	C	-	-	sufficie	ual lights may be inope ent lighting remains for numeraries/cargo couri			

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33 LIGHTS							
-24-01 Passenger Information Signs (No Smoking/Fasten Seat Belt/Return To Seat) (Passenger)							
-24-01A C	-	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Associated passenger seat, or lavatory is not occupied from which a No Smoking/Fasten Seat Belt/Return to Seat Sign is not readily legible, and</li> <li>b) Associated seat or lavatory must be blocked and placarded - DO NOT OCCUPY.</li> </ul> </li> </ul>				
			NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.				
-24-01B C	-	0	<ul> <li>(O) May be inoperative and the associated passenger seat or lavatory may be occupied provided: <ul> <li>a) PA system operates normally and can be clearly heard throughout the cabin during flight, and</li> <li>b) PA system is used to alert the cabin crew and to notify passengers when seat belts should be fastened, when smoking is prohibited, and when passengers should return to seats</li> </ul> </li> </ul>				
-24-01-01 Flight Deck Automatic C Function	1	0	(O) May be inoperative provided:  a) Manual control function operates normally, and  b) Alternate procedures are established and used.				
-24-01-02 *** Crew/Attendant Rest C Areas	-	0	(O) May be inoperative provided alternate procedures are established and used.				

	PARTMENT OF TRANS			IN	MASTER MINIMUM EQUIPMENT LIST
AIRCRA		KAII	ON		REVISION NO: 18b PAGE:
7 111 (01 () (	BOEING B-7	77			DATE: 06/13/2012 33-4
		1.	2.	NIIM	BER INSTALLED
SYSTEM SEQUEN	11 - 1/1	1.	۷.		NUMBER REQUIRED FOR DISPATCH
NUMBEI	RS				4. REMARKS OR EXCEPTIONS
33 LIGH	ITS				
-24-02	Supernumerary/ Courier Area Lighted Information Signs (777F)	С	-	0	(O) May be inoperative provided alternate procedures are established and used.
-24-02-0	01				
	Flight Deck Automatic Function	С	1	0	<ul> <li>(O) May be inoperative provided:         <ul> <li>a) Manual control function operates normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul> </li> </ul>
-28-01 ***	Sterile Flight Compartment Light System				
-28-01A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.
-28-01B	<b>3</b>	D	1	0	May be inoperative provided procedures do not require its use.
-31-01	Main Wheel Well and Nose Wheel Well Service Area Lights				
-31-01A		С	-	0	NOTE: Relief for the Air Conditioning Compartment, APU Compartment, Stabilizer Compartment and Electrical Equipment Center Service Area Lights was moved to MMEL Item 25-20-01.
-31-01B	1	D	-	0	May be inoperative for day operations.
					NOTE: Relief for the Air Conditioning Compartment, APU Compartment, Stabilizer Compartment and Electrical Equipment Center Service Area Lights was moved to MMEL Item 25-20-01.

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST								
FEDERAL AVIATION ADMINIS	TRATI	ON		WASTER WINNING REQUIRED TO				
AIRCRAFT:	777			REVISION NO: 18b PAGE:				
BOEING B-	-///			DATE: 06/13/2012 33-5				
SYSTEM &	1.	2.	NUME	BER INSTALLED				
SEQUENCE TEM			3.	NUMBER REQUIRED FOR DISPATCH				
NUMBERS				4. REMARKS OR EXCEPTIONS				
33 LIGHTS								
-31-02 Exterior Cargo Loading Area Lights								
-31-02-01								
Passenger	D	11	0					
-31-02-02								
777F	D	12	0					
-37-01 Cargo Compartment Lights	С	-	-	Individual lights may be inoperative provided sufficient lighting remains for ground personnel to perform their duties.				
-37-02 Main Deck Alert System (777F)								
-37-02A	С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
				NOTE: Any visual and aural alert system functions that operate normally may be used.				
-37-02B	D	1	0	May be inoperative provided procedures do not require its use.				
-41-01 Wing Illumination Lights	С	2	0	(O) May be inoperative provided ground de-icing procedures do not require their use.				
-42-01 Taxi Lights	С	2	0					

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIS <sup>-</sup>								
FEDERAL AVIATION ADMINIS	STRAT	ION						
AIRCRAFT: BOEING B-777				REVISION NO: 18b PAGE:				
BOLING L	<b>5-111</b>			DATE: 06/13/2012 33-6				
SYSTEM &	1.	2.	NUME	BER INSTALLED				
SEQUENCE TEM			3.	NUMBER REQUIRED FOR DISPATCH				
NUMBERS				4. REMARKS OR EXCEPTIONS				
33 LIGHTS								
-42-02 Landing Lights								
-42-02A	С	4	2	Two may be inoperative for night operations.				
-42-02B	С	4	0	May be inoperative for day operations.				
-42-02-01								
Dim Function	С	2	0					
-42-03 Runway Turnoff Lights	С	2	0					
-43-01 Position Lights								
-43-01A	С	8	4	For night operations, all except the following minimum may be inoperative:  a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white bulb per wing tip.				
-43-01B	С	8	0	May be inoperative for day operations.				
-43-02 Tail Lights	D	2	0					
-44-01 Anti-Collision Light Systems (Red Strobes/White Strobes)								
-44-01A	С	2	1	For night operations, upper and lower red fuselage lights may be inoperative provided wing tip and tail white strobe lights operate normally.				
-44-01B	С	2	1	For night operations, wing tips and tail white strobe lights may be inoperative provided upper and lower red fuselage lights operate normally.				
-44-01C	С	2	0	May be inoperative for day operations.				

$\cup S \cup E$	PARTMENT OF TRANS	POR	TATIO	N					
	MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION								
AIRCRA		NATI	IOIN	REVISION NO: 18b PAGE:					
	BOEING B-7	777			DATE: 06/13/2012 33-7				
		1.	2.	NUME	BER INSTALLED				
SYSTEN SEQUE	11 - 11				NUMBER REQUIRED FOR DISPATCH				
NUMBE	RS				4. REMARKS OR EXCEPTIONS				
33 LIGH	ITS								
-45-01	LOGO Lights	D	4	0					
-51-01	Interior Emergency Lights	С	-	-	A random 25% of lights/signs may be inoperative provided:  a) Inoperative area illumination lights are not adjacent, b) Not more than one overhead area light or exit sign at each door is inoperative, c) Cross-aisle exit signs operate normally, and d) Flight deck emergency dome light operates normally.  NOTE: Lights associated with an inoperative door or slide/raft are not required.				
-51-02	Exterior Emergency Slide Lights	С	-	0	May be inoperative for day operations.				
-51-02-	01 -200/-200ER/-200LR	Α	8	7	One may be inoperative provided:  a) Associated passenger entry door is considered inoperative, and b) Repairs are made within one flight day.				
-51-02-	02 -300/-300ER								
-51-02-	02-01 Doors 1L, 1R, 2L, 2R, 4L, 4R, 5L and 5R	Α	8	7	One may be inoperative provided:  a) Associated passenger entry door is considered inoperative,  b) Exterior emergency slide lights for doors 3L and 3R operate normally, and  c) Repairs are made within one flight day.  (Continued)				

U.S. DEPARTMENT O	F TRANSPOR	ΤΔΤΙΩ	N						
FEDERAL AVIATION A			11	MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:	DIVINIOTIAT	ION		REVISION NO: 18b PAGE:					
	EING B-777			DATE: 06/13/2012 33-8					
	1.	2.	NII IME	BER INSTALLED					
SYSTEM & IT SEQUENCE	EM	۷.	3. NUMBER REQUIRED FOR DISPATCH						
NUMBERS			0.	4. REMARKS OR EXCEPTIONS					
33 LIGHTS		-		I. REWARKS ON EXCENTIONS					
-51-02 Exterior Eme Slide Lights	gency								
(Cont'd)									
-51-02-02 -300/-300ER (Cont'd)									
-51-02-02-02									
Doors 3L and	3R A	6	3	Lights associated with one door may be inoperative provided:  a) Associated passenger entry door is considered inoperative,  b) All remaining door exterior emergency slide lights operate normally, and  c) Repairs are made within one flight day.					
-51-02-03									
777F	А	2	1	One may be inoperative provided:  a) Associated passenger entry door is considered inoperative, and b) Repairs are made within one flight day.					
-51-03 Floor Proximi Emergency L Systems (Pas	ighting								
-51-03-01									
Powered Esc Path Lighting		-	-	A random 25% of lights may be inoperative provided inoperative floor proximity lights are not adjacent.					
				NOTE: Lights associated with an inoperative door slide/raft are not required.					
				(Continued)					
1		1		1					

U.S. DEPARTMENT OF TRANSPOR	TATIO	N			
FEDERAL AVIATION ADMINISTRAT		MASTER MINIMUM	EQUIPMENT LIST		
AIRCRAFT: BOEING B-777				REVISION NO: 18b	PAGE:
BOEING B-777				DATE: 06/13/2012	33-9
SYSTEM & ITEM	2.	NUMI	BER IN	STALLED	
SEQUENCE ITEM NUMBERS		3.	NUMBI	ER REQUIRED FOR DISP	ATCH
	_		4.	REMARKS OR EXCEPTIO	NS
33 LIGHTS					
-51-03 Floor Proximity Emergency Lighting Systems (Passenger) (Cont'd)					
-51-03-02					
Photoluminescent C Escape Path Marking System		-	may b a) b) c)	photoluminescent strip a each cabin zone aisle, A minimum of 72 inches photoluminescent strip mormally between inoper and	n zone provided: ch segments of cre inoperative in of nust operate rative segments, nust not be isle. s associated with le/raft are not

U.S. DEPARTMENT OF TRAN FEDERAL AVIATION ADMINIS			Ν	MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:		1014	REVISION NO: 18b PAGE:					
BOEING B	-777			DATE: 06/13/2012 34-1				
SYSTEM &	1.	2.	NUMI	BER INSTALLED				
SEQUENCE NUMBERS			3.	3. NUMBER REQUIRED FOR DISPATCH				
		-		4. REMARKS OR EXCEPTIONS				
34 NAVIGATION								
-12-01 Mach Indications								
-12-01A	С	2	1	(O) One may be inoperative provided flight descends to FL 290 or below, if failure of the second indication occurs in flight.				
-12-01B	С	2	0	(O) May be inoperative provided flight remains at or below FL 290.				
-12-02 True Airspeed Indications	С	2	0					
-13-01 Standby Airspeed Indicator System (Non-ISFD System)	В	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) All ARINC 629 pitot air data modules operate normally,</li> <li>b) All ARINC 629 static air data modules operate normally,</li> <li>c) All pitot probe heater systems operate normally,</li> <li>d) Both AIR DATA/ATT instrument source switches operate normally, and</li> <li>e) SAARU data is verified available to both PFDs before each departure.</li> </ul>				
-16-01 Altitude Alerting System	A	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Autopilot with altitude hold and altitude capture operates normally,</li> <li>b) Enroute operations do not require its use,</li> <li>c) Airplane does not depart from a designated airport (as listed in the Operator's MEL) where repair or replacement can be made, and</li> <li>d) Repairs are made within three flight days.</li> </ul> </li> <li>(Continued)</li> </ul>				

U.S. DE	PARTMENT OF TRANS	SPOR	TATIO	N	MACTER MINIMUM FOLURIATION			
MASTER MINIMUM EQUIPMENT LIS FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT: BOEING B-777					REVISION NO: 18b PAGE:			
	BOEING B	-111			DATE: 06/13/2012 34-2			
SYSTEM	/1 & ITEM	1.	2.	NUM	BER INSTALLED			
SEQUEI NUMBE				3.	NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS OR EXCEPTIONS			
34 NAV	IGATION							
-16-01	Altitude Alerting System (Cont'd)							
-16-01-	01							
	Aural Alert	С	1	0	May be inoperative provided:  a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.			
-16-01-	02							
	Visual Alert	С	1	0	May be inoperative provided:  a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.			
-21-01 ***	Dual Total Air Temperature (TAT) Systems	С	2	1				
-21-02	Static Air Temperature (SAT) Indication	С	1	0				

U.S. DEPARTMENT OF TRANSP	ORTA	MASTER MINIMUM EC	UIPMENT LIST				
FEDERAL AVIATION ADMINISTR	RATIO						
AIRCRAFT: BOEING B-77	77			REVISION NO: 18b	PAGE:		
BOLING B 11				DATE: 06/13/2012	34-3		
SYSTEM & ITEM	1.	2. NUMBER INSTALLED					
SEQUENCE THEM NUMBERS		3	. NUMB	NUMBER REQUIRED FOR DISPATCH			
			4.	REMARKS OR EXCEPTIONS	3		
34 NAVIGATION							
-21-03 Air Data Inertial Reference Unit (ADIRU)							
-21-03-01 ADIRU Faults							
-21-03-01A	В	1 0	ÀĎIR	operates normally, Approach minimums do not of triple channel autoland, a	n facilities are mpass require use and ilable to both		
-21-03-01B	В	1 0	ÀDIR a) b) c)		e normally, ly, mpass require use and ilable to both		

U.S. DEPARTMENT OF TRANSPOR	TATIO	N	MACTED MINIMUM FOLUDAT	-NT LIOT
FEDERAL AVIATION ADMINISTRAT	ION	MASTER MINIMUM EQUIPME	:NI LIST	
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAG	GE:
BOLING B-111			DATE: 06/13/2012 34-4	-4
SYSTEM & ITEM	2.	NUME	ER INSTALLED	
SEQUENCE THE WILLIAM SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS OR EXCEPTIONS	
34 NAVIGATION				
-21-04 Pitot Air Data Modules (Primary – ARINC 629)				
-21-04-01				
Right Pitot Air Data B Module	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Left and center pitot probe heater systems operate normally,</li> <li>b) Left and center pitot air data module operate normally,</li> <li>c) Left static air data module operates normally,</li> <li>d) Standby airspeed indication operate normally,</li> <li>e) Right AIR DATA/ATT instrument so switch operates normally,</li> <li>f) SAARU data is verified to be availathe right PFD before each departure,</li> <li>g) Left and center pitot probes are inspected before each departure, a</li> <li>h) Approach minimums do not require use.</li> </ul> </li> <li>(Continued)</li> </ul>	s tes ource able to re, and

U.S. DEI	PARTMENT OF TRANS	SPOR	ΓΑΤΙΟ	N		MASTER MINIMUM EQU	IDMENIT LIST		
FEDERA	FEDERAL AVIATION ADMINISTRATION								
AIRCRA		777				REVISION NO: 18b	PAGE:		
	BOEING B-	.111				DATE: 06/13/2012	34-5		
SYSTEM	11 - 11	1.	2.	NUME	BER IN	STALLED			
SEQUE! NUMBE	NCE			3.		ER REQUIRED FOR DISPATCI	1		
04 11414	10.4.7.0.1				4.	REMARKS OR EXCEPTIONS			
	IGATION								
-21-04	Pitot Air Data Modules (Primary – ARINC 629) (Cont'd)								
-21-04-0	02								
	Left Pitot Air Data Module	В	1	0	a)	normally, Standby airspeed indication of normally, Left AIR DATA/ATT instrume switch operates normally, SAARU data is verified to be the left PFD before each depart and center pitot probes inspected before each depart Approach minimums do not reuse.	perates perates nt source available to arture, are ure, and		

U.S. DEPARTMENT OF TRANSPOR	TATIO	N		AAA OTER AANAMAA INA E	OLUDATAT LIOT
FEDERAL AVIATION ADMINISTRAT	ION			MASTER MINIMUM E	QUIPMENT LIST
AIRCRAFT: BOEING B-777				REVISION NO: 18b	PAGE:
BUEING B-777				DATE: 06/13/2012	34-6
SYSTEM & 1.	2.	NUME	BER IN	STALLED	<u> </u>
SEQUENCE ITEM NUMBERS		3.	NUMB	ER REQUIRED FOR DISPA	тсн
NOWIDERS			4.	REMARKS OR EXCEPTION	IS
34 NAVIGATION					
-21-04 Pitot Air Data Modules (Primary - ARINC 629) (Cont'd)					
-21-04-03 Center Pitot Air Data B Module	1	0	a b	normally,  Both AIR DATA/ATT instruswitches operate normally SAARU data is verified to both PFDs before each delete and right pitot probes before each departure, an	a modules c

SPORT	TATIO	N					
	MASTER MINIMUM EQUIPMENT LIST						
777	014		REVISION NO: 18b PAGE:				
			DATE: 06/13/2012 34-7				
1.	2.	NUMBER INSTALLED					
		3.	NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS OR EXCEPTIONS				
С	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Left and center static air data modules operate normally,</li> <li>b) Left pitot air data module operates normally,</li> <li>c) Right AIR DATA/ATT instrument source switch operates normally,</li> <li>d) Standby airspeed indication operates normally,</li> <li>e) SAARU data is verified to be available to the right PFD before each departure, and</li> <li>f) Approach minimums do not require its use.</li> </ul> </li> </ul>				
С	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Right and center static air data modules operate normally,</li> <li>b) Right pitot air data module operates normally,</li> <li>c) Left AIR DATA/ATT instrument source switch operates normally,</li> <li>d) Standby airspeed indication operates normally,</li> <li>e) SAARU data is verified to be available to the left PFD before each departure, and</li> <li>f) Approach minimums do not require its use.</li> </ul> </li> <li>(Continued)</li> </ul>				
	777 1.	TRATION  777  1. 2.	1. 2. NUM 3. C 1 0				

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MASTER MINIMUM EQUIPMENT LI FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT:	1011			REVISION NO: 18b	PAGE:	
BOEING B-777				DATE: 06/13/2012	34-8	
1.	2.	NUMI	BER IN	STALLED	10.0	
SYSTEM & ITEM		3.	NUMB	ER REQUIRED FOR DISPA	ATCH	
NUMBERS			4.	REMARKS OR EXCEPTION	NS	
34 NAVIGATION						
-21-05 Static Air Data Modules (Primary - ARINC 629) (Cont'd)						
-21-05-03						
Center Static Air Data C Module	1	0	b)	both PFDs before each d	a modules rument source y, be available to eparture, on operates	
-21-06 Angle of Attack (AOA) C Vane Systems	2	1				

U.S. DEPARTMENT OF TRANSPOR	TATIO	N	MACTED MINIMUM FOLUDMENT LICE		
FEDERAL AVIATION ADMINISTRAT	MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:  DATE: 06/13/2012 34-9		
SYSTEM & 1.	2.	NUME	BER INSTALLED		
SEQUENCE ITEM		3.	NUMBER REQUIRED FOR DISPATCH		
NUMBERS			4. REMARKS OR EXCEPTIONS		
34 NAVIGATION					
-21-07 Secondary Attitude Air Data Reference Unit (SAARU)					
-21-07-01					
Without Integrated B Standby Flight Display (ISFD) Installed	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Operations are conducted in Day VMC only,</li> <li>b) Operations are not conducted into known or forecast over-the-top conditions,</li> <li>c) ADIRU operates normally,</li> <li>d) Left, right and center pitot air data modules operate normally,</li> <li>e) Left, right and center static air data modules operate normally,</li> <li>f) Standby airspeed indicator operates normally,</li> <li>g) One GPS receiver operates normally, and</li> <li>h) Non-stabilized magnetic compass operates normally.</li> </ul> </li> </ul>		
-21-07-02  With Integrated C Standby Flight Display (ISFD) Installed	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Approach minimums do not require the use of the SAARU,</li> <li>b) ADIRU operates normally,</li> <li>c) Left, right and center pitot air data modules operate normally,</li> <li>d) Left, right and center static air data modules operate normally,</li> <li>e) ISFD operates normally,</li> <li>f) One GPS receiver operates normally, and</li> <li>g) Non-stabilized magnetic compass operates normally.</li> </ul> </li> </ul>		

FEDERAL AVIATION AD		TATIO ION	iΝ	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	DIVINIOTIVAT	ION		REVISION NO: 18b PAGE:
	EING B-777			
			N 11 1 N 4 F	DATE: 06/13/2012 34-10
SYSTEM & ITE	1. :M	2.	<u> </u>	BER INSTALLED
SEQUENCE "L' NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
34 NAVIGATION		_		4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
-21-08 Integrated Star *** Flight Display (				
-21-08-01				
Attitude Indicat	tion B	1	0	May be inoperative provided:  a) Operations are conducted in Day VMC only, and
				<ul> <li>b) Operations are not conducted into known or forecast over-the-top conditions.</li> </ul>
-21-08-02				
Airspeed Indica	ation B	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) All ARINC 629 pitot air data modules operate normally,</li> <li>b) All ARINC 629 static air data modules operate normally,</li> <li>c) All pitot probe heater systems operate normally,</li> <li>d) Both AIR DATA/ATT instrument source switches operate normally, and</li> <li>e) SAARU data is verified available to both PFDs before each departure.</li> </ul> </li> </ul>
-21-08-03				
Approach Mod	e C	1	0	
-21-08-04				
Heading Displa	ay C	1	0	
-23-01 Non-Stabilized Magnetic Com (Standby)		1	0	May be inoperative provided ADIRU operates normally.
-24-01 Standby Attitud *** Indicator (Non- System)		1	0	May be inoperative provided:  a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known

U.S. DE	PARTMENT OF TRANS	SPOR <sup>-</sup>	TATIO	N	
	AL AVIATION ADMINIS				MASTER MINIMUM EQUIPMENT LIST
AIRCRA		777			REVISION NO: 18b PAGE:
	BOEING B-	///			DATE: 06/13/2012 34-11
SYSTEM	/I & ITEM	1.	2.	NUME	BER INSTALLED
SEQUE! NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH
24 NAV	IGATION				4. REMARKS OR EXCEPTIONS
34 INAV	IGATION				
-31-01	Instrument Landing System (ILS)	D	3	-	Any in excess of those required by FAR may be inoperative provided approach minimums do not require their use.
-31-02	Glideslope Antenna Switching	D	3	-	Any in excess of those required by FAR may be inoperative provided approach minimums do not require use of the associated ILS receiver.
-31-03	Localizer Antenna Switching	D	3	-	Any in excess of those required by FAR may be inoperative provided approach minimums do not require use of the associated ILS receiver.
-32-01	Marker Beacon System	С	1	0	May be inoperative provided approach minimums do not require its use.
-33-01	Radio Altimeter Systems	В	3	2	One may be inoperative provided approach minimums or operating procedures do not require its use.
-34-01 ***	Microwave Landing System	D	1	0	
-35-01 ***	Para Visual Displays	D	-	0	May be inoperative provided procedures do not require their use.
-43-01	Weather Radar System				
-43-01 <i>F</i>	<b>A</b>	С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Weather radar is not required by FAR,</li> <li>b) Reactive windshear alert (GPWS Mode 7) operates normally, and</li> <li>c) Alternate procedures are established and used.</li> </ul>
					(Continued)

2		REVISION NO: 18b PAGE: DATE: 06/13/2012 34-12 BER INSTALLED NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
2.		DATE: 06/13/2012 34-12 BER INSTALLED NUMBER REQUIRED FOR DISPATCH
2.		BER INSTALLED  NUMBER REQUIRED FOR DISPATCH
_		NUMBER REQUIRED FOR DISPATCH
-		
-		1
	0	(O) May be inoperative provided:         a) Weather radar is not required by FAR, and         b) Alternate procedures are established and used.
		NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
2	1	
-	0	(O) May be inoperative provided:         a) Alternate procedures are established and used, and         b) Reactive windshear alert (GPWS Mode
		7) operates normally.
-	0	(O) May be inoperative provided alternate procedures are established and used.
		NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
1	0	May be inoperative provided manual tilt function operates normally.
	-	- 0 - 0

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST										
FEDERAL AVIATION ADMINISTRATION										
AIRCRA	FT: BOEING B-7	777			REVISION NO: 18b PAGE:					
	BOLING B 1	• •			DATE: 06/13/2012 34-13					
SYSTEM	1 &	1.	2.	NUMBER INSTALLED						
SEQUE! NUMBE	NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH					
NUMBE	NO.				4. REMARKS OR EXCEPTIONS					
34 NAV	IGATION									
-45-01	Traffic Collision and Avoidance System (TCAS)	В	1	0	(M) May be inoperative provided:  a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.					
-45-01-0	01									
	Resolution Advisory (RA) Display Systems									
-45-01-01A C			2	1	(O) One may be inoperative on the non-flying pilot side.					
-45-01-01B C		2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Traffic Alert (TA) visual display and audio functions operate normally,</li> <li>b) TA only mode is selected by the crew, and</li> <li>c) Enroute or approach procedures do not require its use.</li> </ul>						
-45-01-0	02									
	Traffic Alert (TA) Display Systems	С	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) RA visual display and audio functions operate normally, and</li> <li>b) Enroute or approach procedures do not require its use.</li> </ul>					
-45-01-0	03 Audio Functions	В	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.					
-45-01-0	04									
	Airspace Selection Function	С	-	0						
			ı	İ	ı					

O: 18b 3/2012 D FOR DISPAT R EXCEPTION  ive provided: ocedures are e	
3/2012  D FOR DISPAT R EXCEPTION  ive provided: ocedures are e	34-14 TCH S
D FOR DISPATE EXCEPTION ive provided: ocedures are e	TCH S
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ive provided al blished and us	
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	allouts are not re

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FEDERAL A\	FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT:	BOEING B-7	777				REVISION N	NO: 18b		PAGE:
	BOLING B-7	,,				DATE: 06/1	13/2012		34-15
SYSTEM &	ITEN 4	1.	2.	2. NUMBER INSTALLED					
SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH					
NOMBLING					4.	REMARKS O	R EXCEPT	IONS	
34 NAVIGAT	TON								
Wa (GF	ound Proximity rning System PWS) nt'd)								
-46-01-02									
Mod	ndshear Alert de Function active) (Mode 7)								
-46-01-02A		С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Predictive windshear operates normally.</li> </ul>				
-46-01-02B	-46-01-02B B		1	0	(O) May be inoperative provided alternate procedures are established and used.			ate	
					NOTE	: Operator's a include revi- and windsh	ewing wind	shear a	voidance
-46-01-03									
	rain Awareness action	В	1	0		ay be inopera dures are esta			ate
	l rain Display actions								
-46-01-03-01	1A	С	2	1					
-46-01-03-01	1B	В	2	0					
and	nway Awareness I Advisory System IAS)	С	1	0					
			ı	1	I				

US DE	PARTMENT OF TRANS	SPOR.	ΤΔΤΙΩ	N				
	AL AVIATION ADMINIS			. •	MASTER MINIMUM EQUIPMENT LIST			
AIRCRA				REVISION NO: 18b PAG				
	BOEING B-	-777			DATE: 06/13/2012 34-16			
SYSTEM	1.	2.	NUMBER INSTALLED					
SEQUENCE ITEM NUMBERS				3.	NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS OR EXCEPTIONS			
34 NAV	IGATION							
-51-01 -53-01		D	2	-	Any in excess of those required by FAR may be inoperative.			
	Automatic Altitude Reporting Systems							
-53-01 <i>A</i>	A	D	2	1	Any in excess of those required by FAR may be inoperative.			
-53-01E	3	В	2	0	May be inoperative provided:  a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.			
-53-01-	01							
***	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required By FAR	Α	-	0	May be inoperative provided:  a) Enroute operations do not require their use, and b) Repairs are made prior to completion of next heavy maintenance visit.			
-53-01- ***	02 ADS-B Squitter Transmissions							
-53-01-	02A	С	2	0	(O) May be inoperative provided alternate procedures are established and used.			
					NOTE: Any ADS-B Out function which operates normally may be used.			
-53-01-	02B	D	2	0	May be inoperative provided enroute operations do not require its use.			
-53-01-	ADS-B Squitter Transmissions 02A				procedures are established and used.  NOTE: Any ADS-B Out function which operates normally may be used.  May be inoperative provided enroute operations.			

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FEDER/	AL AVIATION ADMINIS	TRAT	ION						
AIRCRA	.FT: BOEING B-	777			REVISION NO: 18b PAGE:				
	502(0 5				DATE: 06/13/2012 34-17				
SYSTEM	1.8	1.	2.	2. NUMBER INSTALLED					
SEQUEI NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH				
NONDE	NO.				4. REMARKS OR EXCEPTIONS				
34 NAV	IGATION								
			Ì	Ì					
-55-01	Distance Measuring Equipment (DME)	D	2	-	Any in excess of those required by FAR may be inoperative.				
-57-01 ***	ADF Systems	D	2	-	Any in excess of those required by FAR may be inoperative.				
-58-01	Global Positioning Systems								
-58-01 <i>F</i>	A	С	2	0	May be inoperative provided:  a) Enroute operations do not require their use, and b) SAARU operates normally.				
-58-01E	3	D	2	1	One may be inoperative provided enroute operations do not require its use.				
-61-01	Flight Management Computing Systems (FMCS)								
-61-01-	01								
	With AIMS-1	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Remaining FMC is verified to operate normally,</li> <li>b) Enroute operations do not require its use, and</li> <li>c) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul>				
-61-01-		_	_						
	With AIMS-2	С	2	1	<ul> <li>(M) One may be inoperative provided: <ul> <li>a) Remaining FMC is verified to operate normally, and</li> <li>b) Enroute operations do not require its use.</li> </ul> </li> <li>(Continued)</li> </ul>				

U.S. DEI	PARTMENT OF TRANS	POR	TATIO	N					
MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
AIRCRA				REVISION NO: 18b PAGE:					
	BOEING B-7	777			DATE: 06/13/2012 34-18				
SYSTEM	1 &	1.	2.	NUMI	BER INSTALLED				
SEQUE	NCE ITEM			3. NUMBER REQUIRED FOR DISPATCH					
NUMBEI	3				4. REMARKS OR EXCEPTIONS				
34 NAV	IGATION								
-61-01	Flight Management Computing Systems (FMCS) (Cont'd)								
-61-01-0	03								
	Navigation Databases	С	2	0	<ul> <li>(O) May be out of currency provided: <ul> <li>a) Current aeronautical charts are used to verify navigation fixes before dispatch,</li> <li>b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and</li> <li>c) Approach navigation radios are verified to be properly tuned and identified.</li> </ul> </li> </ul>				
-61-02	FMC Selector	С	1	0					
-61-03	Control Display Units (CDU)								
-61-03-0	01								
	Passenger	С	3	2	(O) Center CDU may be inoperative.				
-61-03-0	02								
	777F	С	3	2	Center CDU may be inoperative.				
			l	l					

FEDER/	AL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:				REVISION NO: 18b PAGE:				
	BOEING B-7	777			DATE: 06/13/2012 35-1				
OVOTEN	A 0	1.	2.	NUMI	BER INSTALLED				
SYSTEM & ITEM SEQUENCE				3.	3. NUMBER REQUIRED FOR DISPATCH				
NUMBE	RS				4. REMARKS OR EXCEPTIONS				
35 OXY	GEN								
-11-01	Crew Oxygen System								
-11-01-	01								
	Crew Oxygen Pressure Indication System	В	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Oxygen supply is verified to be above minimum required before each departure, and</li> <li>b) Crew oxygen shutoff valve(s) is verified open.</li> </ul>				
-11-01-	02								
	Crew Oxygen Solenoid Bleed Valve	В	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Solenoid bleed valve is deactivated closed, and</li> <li>b) Crew oxygen shutoff valve(s) is verified open.</li> </ul>				
-21-01	Passenger Oxygen System (Chemical or Gaseous) (Passenger)	В	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Altitude limitations comply with FAR,</li> <li>b) Portable oxygen supplies comply with FAR,</li> <li>c) Both packs operate normally,</li> <li>d) Pressurization system operates normally,</li> <li>e) Both engine bleed systems operate normally, and</li> <li>f) Passengers are appropriately briefed.</li> </ul>				
-21-02	Passenger Oxygen Service Units (Passenger)	В	-	-	(M) May be inoperative provided associated seats are blocked and placarded to prevent occupancy.				
-21-03	Passenger/ Supernumerary Oxygen Automatic Presentation System	В	1	0	(O) May be inoperative provided:         a) Manual deployment system operates normally, and         b) Flight remains at or below FL 300.				
-21-04 ***	Passenger Oxygen ON Light	С	1	0					

	PARTMENT OF TRANS			IN	MASTER MINIMUM EQUIPMENT LIST
AIRCRA					REVISION NO: 18b PAGE:
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SYSTEM & 1.				NUME	BER INSTALLED
SEQUENCE NUMBERS				3.	NUMBER REQUIRED FOR DISPATCH
			-		4. REMARKS OR EXCEPTIONS
35 OXY	GEN				
-21-05 ***	Crew/Attendant Rest Oxygen Modules (Passenger)				
-21-05-					
	Seat Modules	В	-	-	(M) May be inoperative provided associated seat is blocked and placarded to prevent occupancy.
-21-05-		_			
	Bunk Modules	В	-	-	(M) May be inoperative provided a conspicuous barrier strap or rope is placed across the associated bunk with a placard attached stating the bunk is not be used.
-21-05-	03				
***	Vanity Module (Includes Sink With Drink Storage Area)	В	-	-	(M) May be inoperative provided a conspicuous barrier strap or rope is placed across the associated vanity entrance with a placard attached stating the vanity is not to be used.
-21-06 ***	Supernumerary Seats/Crew Rest/Lavatory Gaseous Oxygen System (777F)	В	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Supernumerary seats and crew rest bunks are blocked and placarded DO NOT OCCUPY,</li> <li>b) An adequate portable oxygen dispensing unit (bottle and mask) is available in the lavatory,</li> <li>c) Personnel address system operates normally, and</li> <li>d) Crew members/supernumeraries are appropriately briefed.</li> </ul> </li> <li>(Continued)</li> </ul>

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MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT:		REVISION NO: 18b PAGE:							
BOEING B-777			DATE: 06/13/2012 35-3						
SYSTEM & 1.	2.	NUME	BER INSTALLED						
SEQUENCE ITEM		3.	3. NUMBER REQUIRED FOR DISPATCH						
NUMBERS			4. REMARKS OR EXCEPTIONS						
35 OXYGEN									
-21-06 Supernumerary *** Seats/Crew Rest/Lavatory Gaseous Oxygen System (777F) (Cont'd)									
-21-06-01									
Left Circuit B	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Left supernumerary seat is blocked and placarded DO NOT OCCUPY,</li> <li>b) Each crew rest bunk without an adequate portable oxygen dispensing unit (bottle and mask) is blocked and placarded DO NOT OCCUPY,</li> <li>c) For crew rest used, personnel address system operates normally, and</li> <li>d) Crew members/supernumeraries are appropriately briefed.</li> </ul> </li> </ul>						
-21-06-02									
Center Circuit B	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Each center supernumerary seat is</li> <li>blocked and placarded DO NOT OCCUPY,</li> <li>b) An adequate portable oxygen dispensing unit (bottle and mask) is available in the lavatory,</li> <li>c) Personnel address system operates normally, and</li> <li>d) Crew members/supernumeraries are appropriately briefed.</li> </ul> </li> </ul>						
-21-06-03 Right Circuit B	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Right supernumerary seat is blocked and placarded DO NOT OCCUPY, and</li> <li>b) Crew members/supernumeraries are appropriately briefed.</li> </ul>						

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AIRCRA			ION		REVISION NO: 18b PAGE:
	BOLINO B 7			DATE: 06/13/2012 35-4	
SYSTEN SEQUEI NUMBE	NCE ITEM	1.	2.		BER INSTALLED  NUMBER REQUIRED FOR DISPATCH
INUIVIDE	NO .				4. REMARKS OR EXCEPTIONS
35 OXY	GEN				
-21-07 ***	Supernumerary Seats (Only) Gaseous Oxygen System (777F)	В	-	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Affected supernumerary seat is blocked and placarded DO NOT OCCUPY, and</li> <li>b) Crew members/supernumeraries are appropriately briefed.</li> </ul>
-21-08 ***	Lavatory Chemical Oxygen System (777F)	В	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) An adequate portable oxygen dispensing unit (bottle and mask) is available in the lavatory,</li> <li>b) Personnel address system operates normally, and</li> <li>c) Crew members/supernumeraries are appropriately briefed.</li> </ul>
-21-09 ***	Crew Rest Chemical Oxygen Systems (777F)	В	-	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Each crew rest bunk without an adequate portable oxygen dispensing unit (bottle and mask) is blocked and placarded DO NOT OCCUPY,</li> <li>b) For crew rest used, personnel address system operates normally, and</li> <li>c) Crew members/supernumeraries are appropriately briefed.</li> </ul>
-22-01 ***	Passenger/ Supernumerary Oxygen Pressure Indication System (Gaseous)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Oxygen supply is verified to be above minimum required before each departure, and</li> <li>b) Associated oxygen shutoff valves are verified open before each departure.</li> </ul>

U.S. DE	PARTMENT OF TRANSF	PORT	 TATIO	N				
MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION								
AIRCRA		77				REVISION NO: 18b	PAGE:	
	BOEING B-77	//		DATE: 06/13/2012 35-5				
SYSTEM	1 &	1.	2.	NUME	3ER IN	STALLED		
SEQUE! NUMBE				3.	NUMB	ER REQUIRED FOR DISPAT	CH	
					4.	REMARKS OR EXCEPTIONS	}	
35 OXY	GEN				ļ			
-31-01	Portable Oxygen Dispensing Units (Or Equivalent) (Bottle and Mask)	D	-	-	be un a)	ny in excess of those required serviceable or missing provide Required distribution of service is maintained through airplane,  Bottles not properly service replaced, serviced, or remonext available maintenance Location placarding for the inoperative bottle is remove obscured.	ed: viceable hout the d are ved at the facility, and associated	
-31-02	Protective Breathing Equipment (PBE)	D	-	-	inope	n excess of those required by rative or removed provided loording is removed or obscured.		

U.S. DEPARTMENT OF TRANS	POR	ΓΑΤΙΟ	N		MASTER MINIMUM E	
FEDERAL AVIATION ADMINIST	RATI	ON			WASTER WIINIWOW E	QUIPINIENT LIST
AIRCRAFT:	777				REVISION NO: 18b	PAGE:
BOEING B-7	′ / /				DATE: 06/13/2012	36-1
SYSTEM &	1.	2.	NUME	BER INS	STALLED	•
SEQUENCE TEM			3.	NUMBE	ER REQUIRED FOR DISPA	ГСН
NUMBERS				4. I	REMARKS OR EXCEPTION	S
36 PNUEMATIC						
-00-01 Air Supply and Cabin Pressure Controllers (ASCPC)						
-00-01-01						
Primary (Digital) Controllers	C	2	1	provid a) b) c) d)	Both ASCPC backup (ana are verified to operate nor Both associated CTC char verified to operate normall flight day,	log) controllers mally, nnels are y once each tem operates emand pump normally, and

U.S. DEPARTMENT OF TRANSPOR	TATIC	N			UDMENT LICT
FEDERAL AVIATION ADMINISTRAT	ION			MASTER MINIMUM EQU	JIPIVIENT LIST
AIRCRAFT: BOEING B-777				REVISION NO: 18b	PAGE:
BOLING B 111				DATE: 06/13/2012	36-2
SYSTEM & ITEM	2.	NUME	BER IN	STALLED	
SEQUENCE TIEM NUMBERS		3.	NUMB	ER REQUIRED FOR DISPATO	H
			4.	REMARKS OR EXCEPTIONS	
36 PNUEMATIC			İ		
-11-01 Pressure Regulating and Shutoff Systems (PRSOV, PRSOVC)					
-11-01-01					
-200/-200ER (Without C PRR 61980 or Equivalent Incorporated)	2	1	associ inope a b c d e f) g h i)	remains OFF,  Left and right bleed isolation operate normally,  Center bleed isolation syster normally,  Both packs operate normally)  Both outflow valves operate  Airplane remains at or below APU is used as air source fo system hydraulic demand putakeoff and landing, and	c be closed, m operates switch systems n operates normally, FL 350, r center mps for

U.S. DEPARTMENT OF TRANSPOR	CITAT	N		MASTER MINIMUM E	DUIPMENT LIST
FEDERAL AVIATION ADMINISTRAT	ION			WINGTER WINNINGS EX	ZOII WEIVI EIOI
AIRCRAFT: BOEING B-777				REVISION NO: 18b	PAGE:
DOLING D-111				DATE: 06/13/2012	36-3
SYSTEM & ITEM	2.	NUME	BER IN	STALLED	
SEQUENCE		3.	NUMB	ER REQUIRED FOR DISPAT	СН
NUMBERS			4.	REMARKS OR EXCEPTION	S
36 PNUEMATIC					
-11-01 Pressure Regulating and Shutoff Systems (PRSOV, PRSOVC) (Cont'd)					
-11-01-02			(2.1)		
-200/-200ER (With C PRR 61980 or Equivalent Incorporated)	2	1	associonope a b c c d e f) g h	remains OFF,  Left and right bleed isolatic operate normally,  Center bleed isolation syst normally,  Both packs operate norma  Both outflow valves operate	ed closed, tem operates ir switch on systems em operates illy, e normally, for center oumps for

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FEDERAL AVIATION ADMINISTRA				MASTER MINIMUM E	QUIPMENT LIST
AIRCRAFT:				REVISION NO: 18b	PAGE:
BOEING B-777				DATE: 06/13/2012	36-4
SYSTEM & ITEM SEQUENCE NUMBERS	2.	NUMI 3.	NUMB	STALLED ER REQUIRED FOR DISPA REMARKS OR EXCEPTION	тсн
-11-01 Pressure Regulating and Shutoff Systems (PRSOV, PRSOVC) (Cont'd)					
-11-01-03  -300 (Without SB 7777-25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (Without PRR 61980 or Equivalent Incorporated)	2	1	associonope ay by c) dy ey f) g) h)	normally, Associated engine bleed a remains OFF, Left and right bleed isolati operate normally, Center bleed isolation systematically, Both packs operate normal Both outflow valves operate Procedures are established verify forward cargo comparemains empty or contains empty cargo handling equal may be loaded in ULDs), APU is used as air source system hydraulic demand takeoff and landing, and Appropriate performance are applied.  E: Operator MELs must define are approved for inclusion kits and which materials caballast.	ked closed, stem operates air switch on systems atem operates ally, te normally, ed and used to partment so only ballast, ipment (ballast or fly away kits, e for center pumps for adjustments

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FEDERAL AVIATION ADMINISTRATI	ION			MASTER MINIMUM EC	UIPMENT LIST
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BOEING B-111				DATE: 06/13/2012	36-5
SYSTEM & 1.	2.	NUME	BER IN	STALLED	
SEQUENCE ITEM NUMBERS		3.	NUME	SER REQUIRED FOR DISPAT	CH
			4.	REMARKS OR EXCEPTIONS	•
36 PNUEMATIC					
-11-01 Pressure Regulating and Shutoff Systems (PRSOV, PRSOVC) (Cont'd)					
-11-01-04					
-300 (With SB 777- C 25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (With PRR 61980 or Equivalent Incorporated)	2	1	associonopei a b c c c c c c c c c c c c c c c c c c	remains OFF,  Left and right bleed isolation operate normally,  Center bleed isolation system normally,  Both packs operate normally,  Both outflow valves operate,  APU is used as air source of system hydraulic demand patakeoff and landing, and	d closed, em operates switch n systems m operates y, normally, or center umps for

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AIRCRAFT: BOEING B-	777				REVISION NO: 18b		PAGE:
BOLINO B	,,,				DATE: 06/13/2012		36-6
SYSTEM & ITEM	1.	2.	NUME	BER IN	STALLED		
SEQUENCE NUMBERS			3.		ER REQUIRED FOR DISPA		
26 DNIJEMATIC				4.	REMARKS OR EXCEPTIO	NS	
36 PNUEMATIC			İ				
-11-01 Pressure Regulating and Shutoff Systems (PRSOV, PRSOVC) (Cont'd)							
-11-01-05							
-200LR/-300ER	C	2	1	associonope a; b; c; d; e; f) g; h;	remains OFF, Left and right bleed isolat operate normally, Center bleed isolation synormally, Both packs operate norm Both outflow valves operate	may be ked considered with the considered with the considered considered with the considered consid	losed, operates vitch vstems operates rmally, center ps for

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FEDERAL AVIATIO	N ADMINISTRA	TION			MASTER MINIMUM EQ	UIPMENT LIST
AIRCRAFT:	BOEING B-777				REVISION NO: 18b	PAGE:
	BOLING B-111				DATE: 06/13/2012	36-7
SYSTEM &	1. ITEM	2.	NUMI	BER IN	STALLED	
SEQUENCE NUMBERS	I I ⊏IVI		3.	NUMB	ER REQUIRED FOR DISPAT	CH
				4.	REMARKS OR EXCEPTIONS	
36 PNUEMATIC			ļ			
and Shuto	Regulating off Systems PRSOVC)					
-11-01-06						
777F	C	2	1	associnope inope a b	remains OFF,  Left and right bleed isolation operate normally,  Center bleed isolation syste normally,  Both packs operate normall)  Both outflow valves operate Both ECSMCs operate normally and ECSMCs operate normally is used as air source for system hydraulic demand patakeoff and landing, and	y be d closed, em operates switch systems m operates //, normally, ate normally, nally, or center umps for

U.S. DEPARTMENT OF TRANS	POR	TATIO	MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINIST	RATI	ON		
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BOEING B-7	77			DATE: 06/13/2012 36-8
SYSTEM &	1.	2.	NUME	BER INSTALLED
SEQUENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS				4. REMARKS OR EXCEPTIONS
36 PNUEMATIC				
-11-02 High Pressure Shutoff Valves (HPSOV)				
-11-02-01				
-200/-200ER (Without PRR 61980 or				
Equivalent				
Incorporated)				
-11-02-01A	С	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Inoperative HPSOV is locked closed,</li> <li>b) Opposite engine bleed system operates normally,</li> <li>c) Both outflow valves operate normally,</li> <li>d) Airplane remains at or below FL 350, and</li> <li>e) Associated engine bleed air is cycled OFF, then ON at 55% N1 or greater before takeoff.</li> </ul>
-11-02-01B	C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative HPSOV is locked closed,</li> <li>b) Associated PRSOV is locked closed,</li> <li>c) Opposite engine bleed system operates normally,</li> <li>d) Associated engine bleed air switch remains OFF,</li> <li>e) Left and right bleed isolation systems operate normally,</li> <li>f) Center bleed isolation system operates normally,</li> <li>g) Both packs operate normally,</li> <li>h) Both outflow valves operate normally,</li> <li>i) Airplane remains at or below FL 350,</li> <li>j) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and</li> <li>k) Appropriate performance adjustments are applied.</li> </ul> </li> <li>(Continued)</li> </ul>

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FEDERAL AVIATION ADMINISTRAT	ION		
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SYSTEM & TEM	2.	NUME	BER INSTALLED
SEQUENCE ITEM		3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS			4. REMARKS OR EXCEPTIONS
36 PNUEMATIC			
-11-02 High Pressure Shutoff Valves (HPSOV) (Cont'd)			
-11-02-02 -200/-200ER (With PRR 61980 or Equivalent Incorporated)			
-11-02-02A C	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Inoperative HPSOV is locked closed,</li> <li>b) Opposite engine bleed system operates normally,</li> <li>c) Both outflow valves operate normally, and</li> <li>d) Associated engine bleed air is cycled OFF, then ON at 55% N1 or greater before takeoff.</li> </ul>
-11-02-02B C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative HPSOV is locked closed,</li> <li>b) Associated PRSOV is locked closed,</li> <li>c) Opposite engine bleed system operates normally,</li> <li>d) Associated engine bleed air switch remains OFF,</li> <li>e) Left and right bleed isolation systems operate normally,</li> <li>f) Center bleed isolation system operates normally,</li> <li>g) Both packs operate normally,</li> <li>h) Both outflow valves operate normally,</li> <li>i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and</li> <li>j) Appropriate performance adjustments are applied.</li> </ul> </li> <li>(Continued)</li> </ul>

U.S. DEPARTMENT	OF TRANSPOR	TATIO	N		MASTER MINIMU	JM EQUI	PMENT LIST
FEDERAL AVIATION	I ADMINISTRAT	ION					
AIRCRAFT:	BOEING B-777				REVISION NO: 18b		PAGE:
	DOLING D-111				DATE: 06/13/2012		36-10
SYSTEM &	1.	2.	NUME	BER IN	STALLED		
SEQUENCE	ITEM		3.	NUMB	ER REQUIRED FOR DI	SPATCH	ł
NUMBERS				4.	REMARKS OR EXCEP	TIONS	
36 PNUEMATIC							
-11-02 High Press Valves (HP (Cont'd) -11-02-03 -300 (Without 777-25-022 ASCPC SW 3670-GRS- later Installe (Without PF or Equivale Incorporate	SOV)  out SB 7 and / P/N 012-00 or ed) Or RR 61980 nt						
-11-02-03A	C	2	1	a) b) c) d)	normally, Both outflow valves o Procedures are estab verify forward cargo of remains empty or conempty cargo handling may be loaded in ULI and Associated engine ble OFF, then ON at 55% before takeoff.  Coperator MELs must of are approved for incluse kits and which material ballast.	s locked of system perate no perate	closed, n operates  ormally, nd used to nent y ballast, ent (ballast v away kits, cycled reater  nich items ne fly away

U.S. DEI	PARTMENT OF TRANS	POR	ΓΑΤΙΟ	N		MASTER MINIMUM EQU	IIDMENT LICT
FEDERA	AL AVIATION ADMINIST	RATI	ON			MASTER MINIMUM EQU	JIPIVIEINI LISI
AIRCRA	FT: BOEING B-7	777				REVISION NO: 18b	PAGE:
	BOEING B-	11				DATE: 06/13/2012	36-11
SYSTEN SEQUEN		1.	2.	<b>-</b>		STALLED  ER REQUIRED FOR DISPATO	Н
NUMBE				0.		REMARKS OR EXCEPTIONS	•
36 PNU	EMATIC						
-11-02	High Pressure Shutoff Valves (HPSOV) (Cont'd)						
-11-02-0	03						
	-300 (Without SB 777-25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (Without PRR 61980 or Equivalent Incorporated) (Cont'd)						
-11-02-0	03B	C	2	1	a) b) c) d) e) f) j) k)	Associated PRSOV is locked Opposite engine bleed syste normally, Associated engine bleed air remains OFF, Left and right bleed isolation operate normally, Center bleed isolation system normally, Both packs operate normally Both outflow valves operate Procedures are established a verify forward cargo compart remains empty or contains of empty cargo handling equipmay be loaded in ULDs), or formally and the solution of the soluti	I closed, I closed, I closed, Im operates  Switch  systems In operates In oper

U.S. DEPARTMENT OF TRANSPOR	RTATIC	)N	
FEDERAL AVIATION ADMINISTRAT	ΓΙΟΝ	MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT:			REVISION NO: 18b PAGE:
BOEING B-777			DATE: 06/13/2012 36-12
SYSTEM &	2.	NUMI	BER INSTALLED
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
36 PNUEMATIC			
-11-02 High Pressure Shutoff Valves (HPSOV) (Cont'd)			
-11-02-04			
-300 (With SB 777- 25-0227 and ASCPC SW P/N 3670-GRS- 012-00 or later Installed) Or (With PRR 61980 or Equivalent Incorporated)			
-11-02-04A C	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Inoperative HPSOV is locked closed,</li> <li>b) Opposite engine bleed system operates normally,</li> <li>c) Both outflow valves operate normally, and</li> <li>d) Associated engine bleed air is cycled OFF, then ON at 55% N1 or greater before takeoff.</li> </ul>
-11-02-04B C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative HPSOV is locked closed,</li> <li>b) Associated PRSOV is locked closed,</li> <li>c) Opposite engine bleed system operates normally,</li> <li>d) Associated engine bleed air switch remains OFF,</li> <li>e) Left and right bleed isolation systems operate normally,</li> <li>f) Center bleed isolation system operates normally,</li> <li>g) Both packs operate normally,</li> <li>h) Both outflow valves operate normally,</li> <li>i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and</li> <li>j) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>

U.S. DEPARTMENT OF TRANSPORTATION							
		'I N	MASTER MINIMUM EQUIPMENT LIST				
FEDERAL AVIATION ADMINISTRAT  AIRCRAFT:	ION		REVISION NO: 18b PAGE:				
BOEING B-777							
		N 11 1 N 4 F	DATE: 06/13/2012 36-13				
SYSTEM & ITEM SEQUENCE	2.						
NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH				
36 PNUEMATIC	_		4. REMARKS OR EXCEPTIONS				
oo i noewatto							
-11-02 High Pressure Shutoff Valves (HPSOV) (Cont'd)							
-11-02-05 -200LR/-300ER							
-11-02-05A C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative HPSOV is locked closed,</li> <li>b) Opposite engine bleed system operates normally,</li> <li>c) Both outflow valves operate normally, and</li> <li>d) Associated engine bleed air is cycled OFF, then ON at 55% N1 or greater before takeoff.</li> </ul> </li> </ul>				
-11-02-05B C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative HPSOV is locked closed,</li> <li>b) Associated PRSOV is locked closed,</li> <li>c) Opposite engine bleed system operates normally,</li> <li>d) Associated engine bleed air switch remains OFF,</li> <li>e) Left and right bleed isolation systems operate normally,</li> <li>f) Center bleed isolation system operates normally,</li> <li>g) Both packs operate normally,</li> <li>h) Both outflow valves operate normally,</li> <li>i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and</li> <li>j) Appropriate performance adjustments are applied.</li> </ul> </li> <li>(Continued)</li> </ul>				

U.S. DEPARTMENT OF TRANSPOR	RTATIO	MASTER MINIMUM EQUIPMENT LIST						
FEDERAL AVIATION ADMINISTRAT	ΓΙΟΝ							
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:					
3020 3 777	•		DATE: 06/13/2012 36-14					
SYSTEM & ITEM	2.	2. NUMBER INSTALLED						
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH					
OC DAILIEMATIC			4. REMARKS OR EXCEPTIONS					
36 PNUEMATIC								
-11-02 High Pressure Shutoff Valves (HPSOV) (Cont'd)								
-11-02-06 777F								
-11-02-06A C	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Inoperative HPSOV is locked closed,</li> <li>b) Opposite engine bleed system operates normally,</li> <li>c) Both outflow valves operate normally, and</li> <li>d) Associated engine bleed air is cycled OFF, then ON at 55% N1 or greater before takeoff.</li> </ul>					
-11-02-06B C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative HPSOV is locked closed,</li> <li>b) Associated PRSOV is locked closed,</li> <li>c) Opposite engine bleed system operates normally,</li> <li>d) Associated engine bleed air switch remains OFF,</li> <li>e) Left and right bleed isolation systems operate normally,</li> <li>f) Center bleed isolation system operates normally,</li> <li>g) Both packs operate normally,</li> <li>h) Both outflow valves operate normally,</li> <li>i) Both recirculation fans operate normally,</li> <li>j) Both ECSMCs operate normally,</li> <li>k) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and</li> <li>l) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>					

U.S. DEPARTMENT OF TRANSPORT	TATIO	N		MASTER MINIMUM EQU	IDMENIT LIST
FEDERAL AVIATION ADMINISTRATI	ION			WASTER WIINIWOW EQU	IFWENT LIST
AIRCRAFT: BOEING B-777				REVISION NO: 18b	PAGE:
DOEING B-777				DATE: 06/13/2012	36-15
SYSTEM & TEM	2.	NUME	BER IN	STALLED	
SEQUENCE ITEM NUMBERS		3.	NUMB	ER REQUIRED FOR DISPATCE	4
NOMBERO			4.	REMARKS OR EXCEPTIONS	
36 PNUEMATIC					
-11-03 Intermediate Pressure Check Valves (IPCV)					
-11-03-01					
-200/-200ER (Without C PRR 61980 or Equivalent Incorporated)			abccd ef)	normally, ) Both packs operate normally, ) Both outflow valves operate n Airplane remains at or below APU is used as air source for system hydraulic demand pur takeoff and landing, and	closed, closed, n operates witch systems operates ormally, FL 350, center nps for
			e f) g h i) j)	Associated engine bleed air s remains OFF, Left and right bleed isolation s operate normally, Center bleed isolation system normally, Both packs operate normally, Both outflow valves operate n Airplane remains at or below APU is used as air source for system hydraulic demand pur takeoff and landing, and Appropriate performance adjuare applied.	operates ormally, FL 350, center nps for

U.S. DEPARTMENT OF TRANSPOR	TATIO	N		MACTED MINIMUM FOL	UDMENT LIGT	
FEDERAL AVIATION ADMINISTRAT	MASTER MINIMU L AVIATION ADMINISTRATION					
AIRCRAFT: BOEING B-777				REVISION NO: 18b	PAGE:	
BOLING B-111				DATE: 06/13/2012	36-16	
SYSTEM & 1.	2.	NUM	BER IN	STALLED		
SEQUENCE NUMBERS		3.	NUMB	ER REQUIRED FOR DISPATO	H	
			4.	REMARKS OR EXCEPTIONS		
36 PNUEMATIC						
-11-03 Intermediate Pressure Check Valves (IPCV) (Cont'd)						
-11-03-02						
-200/-200ER (With C PRR 61980 or Equivalent Incorporated)			a) b) c) d) e) f) g) h) i)	normally, Associated engine bleed air remains OFF, Left and right bleed isolation operate normally, Center bleed isolation syster normally,	I closed, I clos	

U.S. DEPARTMENT OF TRANSPOR	TATIC	N	
FEDERAL AVIATION ADMINISTRATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:
BOLING B-777			DATE: 06/13/2012 36-17
SYSTEM & TEM	2.	NUM	BER INSTALLED
SEQUENCE ITEM NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
36 PNUEMATIC			
-11-03 Intermediate Pressure Check Valves (IPCV) (Cont'd)			
-11-03-03			
-300 (Without SB C 777-25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (Without PRR 61980 or Equivalent Incorporated)	-		<ul> <li>(M)(O) May be inoperative open provided: <ul> <li>a) Associated HPSOV is locked closed,</li> <li>b) Associated PRSOV is locked closed,</li> <li>c) Opposite engine bleed system operates normally,</li> <li>d) Associated engine bleed air switch remains OFF,</li> <li>e) Left and right bleed isolation systems operate normally,</li> <li>f) Center bleed isolation system operates normally,</li> <li>g) Both packs operate normally,</li> <li>h) Both outflow valves operate normally,</li> <li>i) Procedures are established and used to verify forward cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits,</li> <li>j) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and</li> <li>k) Appropriate performance adjustments are applied.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</li> <li>(Continued)</li> </ul>

U.S. DEPARTMENT OF TRANSPORT	TATIO	N		MACTED MINIMUM FOI	UDMENT LICT	
FEDERAL AVIATION ADMINISTRATI	MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT: BOEING B-777				REVISION NO: 18b	PAGE:	
BOLING B-777				DATE: 06/13/2012	36-18	
SYSTEM & ITEM	2.	NUME	BER IN	STALLED		
SEQUENCE ITEM NUMBERS		3.	NUMBI	ER REQUIRED FOR DISPATO	H	
			4.	REMARKS OR EXCEPTIONS		
36 PNUEMATIC						
-11-03 Intermediate Pressure Check Valves (IPCV) (Cont'd)						
-11-03-04 -300 (With SB 777- C	_		(M)(O	) May be inonerative onen prov	vided:	
-300 (With SB 777- C 25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (With PRR 61980 or Equivalent Incorporated)			a) b) c) d) e) f)	normally, Associated engine bleed air remains OFF, Left and right bleed isolation operate normally, Center bleed isolation syster normally, Both packs operate normally, Both outflow valves operate APU is used as air source fo system hydraulic demand putakeoff and landing, and Appropriate performance ad are applied.	d closed, d closed, m operates switch systems n operates normally, r center imps for	

U.S. DEPARTMENT OF TRANSPOR	TATIO	N	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRAT	ION		MASTER MINIMONI EQUIPMENT LIST
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:
BOLING B-111			DATE: 06/13/2012 36-19
SYSTEM & TEM	2.	NUME	BER INSTALLED
SEQUENCE ITEM NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
NOWIDENO			4. REMARKS OR EXCEPTIONS
36 PNUEMATIC			
-11-03 Intermediate Pressure Check Valves (IPCV) (Cont'd)			
-11-03-05			(MAYO) May be incorrective open provided.
-200LR/-300ER C			<ul> <li>(M)(O) May be inoperative open provided: <ul> <li>a) Associated HPSOV is locked closed,</li> <li>b) Associated PRSOV is locked closed,</li> <li>c) Opposite engine bleed system operates normally,</li> <li>d) Associated engine bleed air switch remains OFF,</li> <li>e) Left and right bleed isolation systems operate normally,</li> <li>f) Center bleed isolation system operates normally,</li> <li>g) Both packs operate normally,</li> <li>h) Both outflow valves operate normally,</li> <li>i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and</li> <li>j) Appropriate performance adjustments are applied.</li> </ul> </li> <li>(Continued)</li> </ul>

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST						
FEDERAL AVIATION ADMINISTRAT	ION					
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:			
BOLINO B 111			DATE: 06/13/2012 36-20			
SYSTEM & TEM	2.	NUME	BER INSTALLED			
SEQUENCE ITEM NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH			
			4. REMARKS OR EXCEPTIONS			
36 PNUEMATIC						
-11-03 Intermediate Pressure Check Valves (IPCV) (Cont'd)						
-11-03-06						
777F C	-	-	<ul> <li>(M)(O) May be inoperative open provided: <ul> <li>a) Associated HPSOV is locked closed,</li> <li>b) Associated PRSOV is locked closed,</li> <li>c) Opposite engine bleed system operates normally,</li> <li>d) Associated engine bleed air switch remains OFF,</li> <li>e) Left and right bleed isolation systems operate normally,</li> <li>f) Center bleed isolation system operates normally,</li> <li>g) Both packs operate normally,</li> <li>h) Both outflow valves operate normally,</li> <li>i) Both recirculation fans operate normally,</li> <li>j) Both ECSMCs operate normally,</li> <li>k) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and</li> <li>l) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>			
-11-04 Precoolers C	2	1	<ul> <li>(M)(O) Airplane may be operated with damage to one precooler provided: <ul> <li>a) It is verified that precooler airflow is not completely blocked,</li> <li>b) Precooler bleed air leakage is verified within normal limits, and</li> <li>c) Opposite engine bleed system operates normally.</li> </ul> </li> </ul>			

U.S. DEPARTMENT OF TRANSPOR	RTATIC	MASTER MINIMUM EQUIPMENT LIST						
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AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:					
DOLING B TTT	•		DATE: 06/13/2012 36-21					
SYSTEM & ITEM	2.	2. NUMBER INSTALLED						
SEQUENCE THE WILLIAM SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH					
	-		4. REMARKS OR EXCEPTIONS					
36 PNUEMATIC								
-11-05 Fan Air Modulation C Valves (FAMV)	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Valve is locked full open,</li> <li>b) Opposite engine bleed system operates normally, and</li> <li>c) Appropriate performance adjustments are applied.</li> </ul>					
-12-01 Left and Right Isolation Systems (Valve and/or Indication)								
-12-01A C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Valve is locked closed after engine start,</li> <li>b) Associated valve switch remains in the CLOSED position,</li> <li>c) Center bleed isolation system operates normally,</li> <li>d) Both engine bleed systems operate normally,</li> <li>e) Isolation valve on opposite side is selected CLOSED for takeoff and landing, and selected AUTO with flaps up, and</li> <li>f) APU is used as air source for center system hydraulic demand pumps for takeoff and landing.</li> </ul> </li> </ul>					
-12-01B C	2	1	<ul> <li>(M)(O) One may be inoperative locked open provided: <ul> <li>a) Both center system hydraulic demand pumps operate normally, and</li> <li>b) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>					

U.S. DEPARTMENT OF TRANSPORTATION							
		MASTER MINIMUM EQUIPMENT LIST					
FEDERAL AVIATION ADMINISTRAT  AIRCRAFT:	ION		REVISION NO: 18b PAGE:				
BOEING B-777							
1		NII IN 1E	DATE: 06/13/2012   36-22 BER INSTALLED				
SYSTEM & ITEM SEQUENCE ITEM	2.		NUMBER REQUIRED FOR DISPATCH				
NUMBERS		Э.	4. REMARKS OR EXCEPTIONS				
36 PNUEMATIC	-		4. KEWAKKO OK EXCELLIONO				
-12-02 Center Isolation System (Valve and/or Indication)							
-12-02A C	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Valve is locked closed after engine start,</li> <li>b) Both center system hydraulic demand pumps operate normally,</li> <li>c) Left and right isolation valves operate normally,</li> <li>d) Both engine bleed systems operate normally, and</li> <li>e) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>				
-12-02B C	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Valve is locked open,</li> <li>b) Left and right isolation valves are selected CLOSED for takeoff and landing,</li> <li>c) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and</li> <li>d) Left or right isolation valve is selected AUTO with flaps up.</li> </ul> </li> </ul>				
-12-03 APU Bleed Air Shutoff C System (Valve and/or Indications)	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Other procedures do not require APU as a pneumatic source,</li> <li>b) Valve is locked closed,</li> <li>c) APU bleed switch remains OFF, and</li> <li>d) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul> </li> <li>NOTE: APU may be used for electrical power.</li> <li>(Continued)</li> </ul>				

U.S. DEPARTMENT OF TRANSP FEDERAL AVIATION ADMINISTR	MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	KATIC	JIN		REVISION NO: 18b PAGE:
BOEING B-77	77			
	1.	2.	NII IN 1E	DATE: 06/13/2012 36-23 BER INSTALLED
SYSTEM & ITEM SEQUENCE	١.	Z. 		NUMBER REQUIRED FOR DISPATCH
NUMBERS			Э.	4. REMARKS OR EXCEPTIONS
36 PNUEMATIC				4. REMARKS ON EXCELLIBRO
-12-03 APU Bleed Air Shutoff System (Valve and/or Indications) (Cont'd)				
-12-03-01 Valve Indications				
-12-03-01A	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Other procedures do not require use of the APU,</li> <li>b) APU bleed air valve is verified to operate normally, and</li> <li>c) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul>
-12-03-01B	С	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Other procedures do not require APU as a pneumatic source,</li> <li>b) APU bleed air valve is verified to operate normally before each departure,</li> <li>c) APU bleed switch remains OFF for flight, and</li> <li>d) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul> </li> <li>NOTE: APU may be used for electrical power and for pneumatic power for ground operations only.</li> </ul>
-20-01 Air Synoptic Display	С	1	0	

U.S. DE	PARTMENT OF TRANS	POR	TATIO	N	MASTER MINIMUM EQUIPMENT LIST
FEDERA	AL AVIATION ADMINIST	RATI	ION		
AIRCRAFT: BOEING B-777					REVISION NO: 18b PAGE:
	BOLING B-1	, ,			DATE: 06/13/2012 36-24
SYSTEM	1.8	1.	2.	NUME	BER INSTALLED
SEQUE! NUMBE	NCE TIEM			3.	NUMBER REQUIRED FOR DISPATCH
NUIVIDE	XO.				4. REMARKS OR EXCEPTIONS
36 PNU	EMATIC				
-20-02	Engine Bleed Air Valve OFF Lights	С	2	0	May be inoperative provided the associated Air Supply and Cabin Pressure Controller (ASCPC) operates normally.
-20-03	Bleed Air Isolation Valve CLOSED Lights	С	3	0	
-20-04	APU Bleed Air Valve OFF Light	С	1	0	
-21-01	Manifold Pressure/Flow Sensing Systems	С	2	1	One may be inoperative provided the associated pack flow control valve inlet pressure sensor operates normally.
-21-02	Intermediate Pressure Sensing Systems	С	2	1	
-22-01	Manifold Temperature Sensing Systems				
-22-02-	01				
	-200/-200ER (Without PRR 61980 or Equivalent Incorporated)				
	-22-02-01A	С	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Associated HPSOV is locked closed,</li> <li>b) Opposite engine bleed system operates normally,</li> <li>c) Both outflow valves operate normally,</li> <li>d) Airplane remains at or below FL 350,</li> <li>e) Associated engine bleed air switch is cycled OFF, then ON at 55% N1 or greater before takeoff, and</li> <li>f) Appropriate performance adjustments are applied.</li> </ul> </li> <li>(Continued)</li> </ul>

U.S. DE	PARTMENT OF TRANS	POR	MASTER MINIMUM EQU	IPMENT LIST			
FEDER/	AL AVIATION ADMINIST	RAT		W/OTER WINNINGWEGO			
AIRCRAFT: BOEING B-777						REVISION NO: 18b	PAGE:
	BOEING B-7	77				DATE: 06/13/2012	36-25
SYSTEM	Л& <sub>ІТЕЛА</sub>	1.	2.	NUM	BER IN	STALLED	
SEQUE NUMBE				3.	NUMB	ER REQUIRED FOR DISPATCE	Η
NONDE					4.	REMARKS OR EXCEPTIONS	
36 PNU	EMATIC						
-22-01 -22-02-	Manifold Temperature Sensing Systems (Cont'd)  01 -200/-200ER (Without PRR 61980 or Equivalent Incorporated) (Cont'd)						
-22-02-	01B	C	2	1	ab c d e f) g h i) j)	normally,  Associated engine bleed air s remains OFF,  Left and right bleed isolation s operate normally, Center bleed isolation system normally,  Both packs operate normally,  Both outflow valves operate n Airplane remains at or below APU is used as air source for system hydraulic demand pur takeoff and landing, and	closed, closed, n operates witch systems operates ormally, FL 350, center nps for

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST							
FEDERAL AVIATION ADMINISTRAT	ION						
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:				
BOLINO B-111			DATE: 06/13/2012 36-26				
SYSTEM &	2.	NUME	BER INSTALLED				
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH				
NOMBERS			4. REMARKS OR EXCEPTIONS				
36 PNUEMATIC							
-22-01 Manifold Temperature Sensing Systems (Cont'd)							
-22-01-02 -200/-200ER (With PRR 61980 or Equivalent Incorporated)							
-22-01-02A C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Associated HPSOV is locked closed,</li> <li>b) Opposite engine bleed system operates normally,</li> <li>c) Both outflow valves operate normally,</li> <li>d) Associated engine bleed air switch is cycled OFF, then ON at 55% N1 or greater before takeoff, and</li> <li>e) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>				
-22-01-02B C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Associated HPSOV is locked closed,</li> <li>b) Associated PRSOV is locked closed,</li> <li>c) Opposite engine bleed system operates normally,</li> <li>d) Associated engine bleed air switch remains OFF,</li> <li>e) Left and right bleed isolation systems operate normally,</li> <li>f) Center bleed isolation system operates normally,</li> <li>g) Both packs operate normally,</li> <li>h) Both outflow valves operate normally,</li> <li>i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and</li> <li>j) Appropriate performance adjustments are applied.</li> </ul> </li> <li>(Continued)</li> </ul>				

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST										
FEDERA	FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT: BOEING B-777						REVISION NO: 18b	PAGE:			
	BOEING B-	111				DATE: 06/13/2012	36-27			
SYSTEM	1&	1.	2.	NUME	BER IN	STALLED				
SEQUE! NUMBE	NCE ITEM			3. NUMBER REQUIRED FOR DISPATCH						
					4.	REMARKS OR EXCEPTIONS				
36 PNU	EMATIC			ļ						
-22-01	Manifold Temperature Sensing Systems (Cont'd)									
-22-01-0	03									
	-300 (Without SB 777-25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (Without PRR 61980 or Equivalent Incorporated)									
-22-01-(	03A	C	2	1	a) b) c) d) e)	normally, Both outflow valves operate in Procedures are established a verify forward cargo compart remains empty or contains or empty cargo handling equipming be loaded in ULDs), or for Associated engine bleed air structure cycled OFF, then ON at 55% greater before takeoff, and Appropriate performance adjuare applied.  E: Operator MELs must define was are approved for inclusion in kits and which materials can ballast.	closed, m operates normally, and used to ment nly ballast, nent (ballast ly away kits, switch is N1 or ustments thich items the fly away			

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST									
FEDERA	FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT: BOEING B-777						REVISION NO: 18b	PAGE:		
	BOEING B-	/ / /				DATE: 06/13/2012	36-28		
SYSTEN SEQUE	11 <b>–</b> N/I	1.	2.	l		STALLED  ER REQUIRED FOR DISPATCI	- <del>-</del>		
NUMBE	RS				4.	REMARKS OR EXCEPTIONS			
36 PNU	EMATIC								
-22-1	Manifold Temperature Sensing Systems (Cont'd)								
-22-01-	03								
	-300 (Without SB 777-25-0227 and ASCPC SW P/N 3670-GRS-012-00 or later Installed) Or (Without PRR 61980 or Equivalent Incorporated) (Cont'd)								
-22-01-	03B	C	2	1	a) b) c) d) e) f) j) k)	Opposite engine bleed system normally, Associated engine bleed air stremains OFF, Left and right bleed isolation stremains operate normally, Center bleed isolation system normally, Both packs operate normally, Both outflow valves operate in Procedures are established a verify forward cargo comparting remains empty or contains on empty cargo handling equipming be loaded in ULDs), or file	closed, closed, n operates witch systems operates ormally, nd used to nent ly ballast, ent (ballast y away kits, center nps for ustments hich items ne fly away		

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U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST						
FEDERAL AVIATION ADMINISTRAT	ION					
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:			
			DATE: 06/13/2012 36-29			
SYSTEM & ITEM	2.	NUME	BER INSTALLED			
SEQUENCE ITEM NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH			
Nowberto			4. REMARKS OR EXCEPTIONS			
36 PNUEMATIC						
-22-01 Manifold Temperature Sensing Systems (Cont'd)						
-22-01-04 -300 (With SB 777- 25-0227 and ASCPC SW P/N 3670-GRS- 012-00 or later Installed) Or (With PRR 61980 or Equivalent Incorporated)						
-22-01-04A C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Associated HPSOV is locked closed,</li> <li>b) Opposite engine bleed system operates normally,</li> <li>c) Both outflow valves operate normally,</li> <li>d) Associated engine bleed air switch is cycled OFF, then ON at 55% N1 or greater before takeoff, and</li> <li>e) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>			
-22-01-04B C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Associated HPSOV is locked closed,</li> <li>b) Associated PRSOV is locked closed,</li> <li>c) Opposite engine bleed system operates normally,</li> <li>d) Associated engine bleed air switch remains OFF,</li> <li>e) Left and right bleed isolation systems operate normally,</li> <li>f) Center bleed isolation system operates normally,</li> <li>g) Both packs operate normally,</li> <li>h) Both outflow valves operate normally,</li> <li>i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and</li> <li>j) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>			

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U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST							
FEDERAL AVIATION ADMINISTRA	TION	DEVIOLON NO. 401 DAGE					
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:				
			DATE: 06/13/2012 36-30				
SYSTEM & ITEM	2.		BER INSTALLED				
SEQUENCE TILWI NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH				
36 PNUEMATIC	_		4. REMARKS OR EXCEPTIONS				
30 FNOEMATIC							
-22-01 Manifold Temperature Sensing Systems (Cont'd)							
-22-01-05 -200LR/-300ER							
-22-01-05A C	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Associated HPSOV is locked closed,</li> <li>b) Opposite engine bleed system operates normally,</li> <li>c) Both outflow valves operate normally,</li> <li>d) Associated engine bleed air switch is cycled OFF, then ON at 55% N1 or greater before takeoff, and</li> <li>e) Appropriate performance adjustments are applied.</li> </ul>				
-22-01-05B C	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Associated HPSOV is locked closed,</li> <li>b) Associated PRSOV is locked closed,</li> <li>c) Opposite engine bleed system operates normally,</li> <li>d) Associated engine bleed air switch remains OFF,</li> <li>e) Left and right bleed isolation systems operate normally,</li> <li>f) Center bleed isolation system operates normally,</li> <li>g) Both packs operate normally,</li> <li>h) Both outflow valves operate normally,</li> <li>i) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and</li> <li>j) Appropriate performance adjustments are applied.</li> </ul> </li> <li>(Continued)</li> </ul>				

U.S. DEPARTMENT OF TRANSPORT FEDERAL AVIATION ADMINISTRA	MASTER MINIMUM EQUIPMENT LIST							
AIRCRAFT:	REVISION NO: 18b PAGE:							
BOEING B-777			DATE: 06/13/2012 36-31					
SYSTEM & TEM	2.							
SEQUENCE NUMBERS		3. N	JMBER REQUIRED FOR DISPATCH					
			4. REMARKS OR EXCEPTIONS					
36 PNUEMATIC								
-22-01 Manifold Temperature Sensing Systems (Cont'd)								
-22-01-06 777F								
-22-01-06A C	2	1 (	<ul> <li>M)(O) One may be inoperative provided: <ul> <li>a) Associated HPSOV is locked closed,</li> <li>b) Opposite engine bleed system operates normally,</li> <li>c) Both outflow valves operate normally,</li> <li>d) Associated engine bleed air switch is cycled OFF, then ON at 55% N1 or greater before takeoff, and</li> <li>e) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>					
-22-01-06B C	2	1 (	<ul> <li>M)(O) One may be inoperative provided: <ul> <li>a) Associated HPSOV is locked closed,</li> <li>b) Associated PRSOV is locked closed,</li> <li>c) Opposite engine bleed system operates normally,</li> <li>d) Associated engine bleed air switch remains OFF,</li> <li>e) Left and right bleed isolation systems operate normally,</li> <li>f) Center bleed isolation system operates normally,</li> <li>g) Both packs operate normally,</li> <li>h) Both outflow valves operate normally,</li> <li>i) Both recirculation fans operate normally,</li> <li>j) Both ECSMCs operate normally,</li> <li>k) APU is used as air source for center system hydraulic demand pumps for takeoff and landing, and</li> </ul> </li> <li>l) Appropriate performance adjustments are applied.</li> </ul>					

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MASTER MINIMUM EQUIPMENT LIST									
FEDERAL AVIATION ADMINISTS  AIRCRAFT:	ΚAII	REVISION NO: 18b PAGE:							
BOEING B-777									
				DATE: 06/13/2012 38-1					
SYSTEM & ITEM	1.	2.	NUMBER INSTALLED						
SEQUENCE TILIM NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH					
38 WATER/WASTE				4. REMARKS OR EXCEPTIONS					
30 WATERWAOTE									
-10-01 Potable Water Systems									
-10-01A	С	-	-	<ul> <li>(M) Individual components may be inoperative provided:</li> <li>a) Associated components are deactivated or isolated, and</li> <li>b) Associated system components are verified not to have leaks.</li> </ul>					
				NOTE: Any portion of system which operates normally may be used.					
-10-01B	С	1	-	<ul><li>(M) May be inoperative provided:</li><li>a) System is drained, and</li><li>b) Procedures are established to ensure that system is not serviced.</li></ul>					
-10-01-01 Potable Water Indication System	D	-	-						
-30-01 Lavatory Waste Systems									
-30-01A	С	-	-	<ul> <li>(M) Individual components may be inoperative provided: <ul> <li>a) Associated components are deactivated or isolated, and</li> <li>b) Associated system components are verified not to have leaks.</li> </ul> </li> <li>NOTE: Any portion of system which operates normally may be used.</li> <li>(Continued)</li> </ul>					

U.S. DEPARTMEN	IT OF TRANSPOR	RTATIC	MASTER MINIMUM	EOUI	DMENIT LIST		
FEDERAL AVIATION	ON ADMINISTRA	ΓΙΟΝ			IVIOVIIIVIIVII EK IVIIIVIIIVIOIVI	EQUI	PMENT LIST
AIRCRAFT:	BOEING B-777				REVISION NO: 18b		PAGE:
	BOLING D-777				DATE: 06/13/2012		38-2
SYSTEM &	1.	2.	NUM	BER IN	STALLED		
SEQUENCE NUMBERS	ITEM		3.	NUMB	ER REQUIRED FOR DISP	ATCH	 
				4.	REMARKS OR EXCEPTION	ONS	
38 WATER/WAST	E						
-30-01 Lavatory Systems (Cont'd)	Waste						
-30-01B	C			inope a b	ssociated lavatory system rative provided:  Associated components or isolated to prevent lead  For the forward lavatory Pilot-In-Command will do duration is acceptable, at Associated lavatory doo and placarded, INOPER NOT ENTER.  These provisions are not prohibit inspections by creating the provisions are not prohibit inspections.	are do aks, inope etermi and r is loc ATIVE	eactivated rative, the ne if flight cked closed E - DO

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FEDERAL AVIATION ADMINISTRAT	ION			MASTER MINIMUM	EQUI	PIMENT LIST
AIRCRAFT: BOEING B-777				REVISION NO: 18b		PAGE:
BOLING B-111				DATE: 06/13/2012		44-1
SYSTEM & TEM	2.	NUM	BER IN	STALLED		
SEQUENCE ITEM NUMBERS		3.	NUMB	ER REQUIRED FOR DISP	ATCH	
NOMBLING			4.	REMARKS OR EXCEPTION	NS	
44 CABIN SYSTEMS						
-35-01 DELETED (Connexion Cabin System (Includes Cooling Fan and Smoke Detector))			Revis	ion 18 deleted item.		

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST							
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT:						REVISION NO: 18b	PAGE:
	BOEING B-7	777				DATE: 06/13/2012	45-1
SYSTEM	1	1.	2.	NUMI	BER IN	STALLED	
SEQUE				3.	NUMB	ER REQUIRED FOR DISPATC	H
NUMBE	RS					REMARKS OR EXCEPTIONS	
45 OFN	TDAL MAINTENIANOE				4.	NEWAKKS OK EXCEPTIONS	
	TRAL MAINTENANCE TEM						
				İ			
-10-01	Central Maintenance	С	1	0			
	Computing System (CMCS)						
	(CIVICS)						
-11-01	Maintenance Access	D	1	0			
	Terminal (MAT)						
-12-01	Portable Maintenance				Revis	ion 15 moved relief to MMEL Ite	em 25-20-1
.20.	Access Terminal				110110		20 20
	(PMAT) System						
-13-01	Side Displays	D	_	0	(NA) NA	lay be inoperative deactivated.	
***	Olde Displays				(101) 10	lay be inoperative deactivated.	

U.S. DEPARTMENT OF TRANSPORTATION									
MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT:				REVISION NO: 18b PAGE:					
BOEING B-	///			DATE: 06/13/2012 46-1					
SYSTEM & ITEM	1.	2.	2. NUMBER INSTALLED						
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH					
46 INFORMATION SYSTEMS		-		4. REMARKS OR EXCEPTIONS					
io in chimanon croreno		<u> </u>							
-11-01 Network File Server *** (NFS)									
-11-01A	С	1	0	(O) May be inoperative provided alternate procedures are established and used.					
				NOTE: Any function which operates normally may be used.					
-11-01B	D	1	0	May be inoperative provided procedures do not require its use.					
-11-02 Electronic Flight Bag *** (EFB) System									
-11-02-01 *** Class 3 EFB (Boeing)									
-11-02-01A	С	2	1	NOTE: Any function, program or document which operates normally may be used.					
-11-02-01B	С	2	0	(O) May be inoperative provided alternate procedures are established and used.					
				NOTE: Any function, program or document which operates normally may be used.					
-11-02-01C	D	2	0	May be inoperative provided procedures do not require its use.					
				(Continued)					

8b PAGE: 46-2					
46-2					
2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH					
DISPATCH EPTIONS					
vided alternate I and used.					
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ed procedures do not					

FEDERAL AVIATION ADMINISTRA	RTATIC TION		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: BOEING B-777		REVISION NO: 18b PAGE:	
BOEING B-111			DATE: 06/13/2012 46-3
SYSTEM & ITEM	2.	NUMI	BER INSTALLED
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
46 INFORMATION SYSTEMS			4. REMARKS OR EXCEPTIONS
-11-02 Electronic Flight Bag  *** (EFB) System (Cont'd)			
-11-02-02 *** Class 2 EFB (Cont'd)			
-11-02-02-03 Mounting Device			
-11-02-02-03A C	-	-	(M)(O) May be inoperative provided:  a) Associated EFB and hardware is secured by an alternate means or removed, and  b) Alternate procedures are established and used.
-11-02-02-03B D	-	0	(M) May be inoperative provided:  a) Associated EFB and hardware is secured by an alternate means or removed, and  b) Procedures do not require its use.
-11-02-03 *** Class 1 EFB			
-11-02-03-01 Power Connection			
-11-02-03-01A C	-	-	(O) May be inoperative provided alternate procedures are established and used.
-11-02-03-01B D	-	0	May be inoperative provided procedures do not require its use.

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION								
STRAT	ION							
-777			REVISION NO: 18b PAGE:					
			DATE: 06/13/2012 46-4					
1.	2.	2. NUMBER INSTALLED						
		3.	NUMBER REQUIRED FOR DISPATCH					
			4. REMARKS OR EXCEPTIONS					
С	1	0	May be inoperative provided an alternate means to update associated equipment software is used.					
D	1	0	May be inoperative provided procedures do not require its use.					
			Revision 17 moved dispatch relief for this equipment to item 46-11-2.					
	-777 1.	1. 2. C 1	1. 2. NUMI 3.					

U.S. DEPARTMENT OF TRANSPORTATION						
FEDERAL AVIATION ADMINISTRAT	ION	MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:			REVISION NO: 18b PAGE:			
BOEING B-777			DATE: 06/13/2012 47-1			
SYSTEM & ITEM	2.	NUMI	BER INSTALLED			
SEQUENCE ITEM NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH			
			4. REMARKS OR EXCEPTIONS			
47 INERT GAS SYSTEM						
-11-01 Nitrogen Generation A *** System (NGS)	1	0	(M) May be inoperative provided:  a) NGS shutoff valve is deactivated closed, and  b) Repairs are made within ten flight days.			
-11-01-01  Nitrogen Generation C  Performance	1	0				

U.S. DEPARTMENT OF TRANSPORTATION							
FEDERAL AVIATION ADMINIST			. 4	MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	11/// 11	REVISION NO: 18b PAGE:					
BOEING B-7	77			DATE: 06/13/2012 49-1			
	1.	2.	NUMF	BER INSTALLED			
SYSTEM & ITEM SEQUENCE	••			NUMBER REQUIRED FOR DISPATCH			
NUMBERS				4. REMARKS OR EXCEPTIONS			
49 AIRBORNE AUXILIARY POWER							
-11-01 Auxiliary Power Unit (APU)	С	1	0	<ul> <li>(O) APU may be inoperative provided:</li> <li>a) Other procedures do not require its use, and</li> <li>b) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul>			
-15-01 APU Air Inlet Door Actuation System							
-15-01A	С	1	0	<ul> <li>(O) May be inoperative with door in any position provided: <ul> <li>a) Other procedures do not require the use of the APU,</li> <li>b) APU is not used, and</li> <li>c) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul> </li> </ul>			
-15-01B	С	1	0	(M)(O) May be inoperative provided door is deactivated in the full open position.			
-15-01-01							
APU Air Inlet Door Actuator Position Indication Switch	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) APU inlet door is verified to operate normally before each departure, and</li> <li>b) Both ELMS P310 panel channels operate normally.</li> </ul>			
-42-01 APU Starting System (Includes Electric Starter)							
-42-01A	С	1	0	(O) May be dispatched with APU START SYS faults provided APU is started before departure and operated continuously throughout the flight.			
-42-01B	С	1	0	<ul> <li>(O) May be dispatched with APU START SYS faults provided: <ul> <li>a) Other procedures do not require use of the APU, and</li> <li>b) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul> </li> </ul>			

U.S. DEPARTMENT OF TRANSPORTATION								
FEDER/	AL AVIATION ADMINIST	RATI	ION		MASTER MINIMUM EQUIPMENT LIST			
AIRCRA	FT: BOEING B-7	777			REVISION NO: 18b PAGE:			
	BOEINO B-1				DATE: 06/13/2012 49-2			
SYSTEM	11 - 11	1.	2.	NUME	BER INSTALLED			
SEQUE! NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH			
49 AIRE	BORNE AUXILIARY VER		_		4. REMARKS OR EXCEPTIONS			
-43-01	APU Air Turbine Starter	С	1	0	May be inoperative provided electric starter operates normally.			
-52-01	APU Bleed Air System	С	1	0	(O) May be inoperative provided:  a) Other procedures do not require use of the APU as a pneumatic source, and b) Flight remains within 180 minutes of landing at a suitable airport.			
					NOTE: The APU may be used as an electrical power source.			
-52-02	APU Bleed Air Check Valve	С	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) APU bleed air switch remains OFF</li> <li>except for main engine start,</li> <li>b) Other procedures do not require use of the APU as a pneumatic source, and</li> <li>c) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul> </li> </ul>			
					NOTE: The APU may be used for electrical power. Air Turbine Starter is not available with APU bleed air shutoff valve closed.			
-61-01	APU Controller	С	1	0	May be dispatched with APU CONTROL faults.			
-61-02	APU Ground Control Panel	С	1	0				
-70-01	APU FAULT Light	С	1	0				
-71-01	APU EGT Indication	С	1	0				
-73-01	APU RPM Indication	С	1	0				

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST								
FEDERAL AVIATION ADMIN	ISTRATI	ON						
AIRCRAFT: BOEING	B-777			REVISION NO: 18b PAGE:				
BOLINO				DATE: 06/13/2012 49-3				
SYSTEM &	1.	2.	. NUMBER INSTALLED					
SEQUENCE ITEM NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH				
				4. REMARKS OR EXCEPTIONS				
49 AIRBORNE AUXILIARY POWER			   					
-94-01 APU OIL QTY Indication								
-94-01A	С	1	0	(M) May be inoperative provided APU oil quantity is verified adequate once each flight day.				
-94-01B	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Other procedures do not require use of APU, and</li> <li>b) Flight remains within 180 minutes of landing at a suitable airport.</li> </ul>				
-94-02 APU OIL PRESS Indication	С	1	0					

U.S. DEPARTMENT OF TRANS	POR	TATIO		MASTER MINIMUM EQ	UIPMENT LIST	
FEDERAL AVIATION ADMINIST	RATI	ON				
AIRCRAFT: BOEING B-7	777				REVISION NO: 18b	PAGE:
		1			DATE: 06/13/2012	52-1
SYSTEM & ITEM SEQUENCE	1.	2.			STALLED ER REQUIRED FOR DISPATO	CH
NUMBERS					REMARKS OR EXCEPTIONS	
52 DOORS						
-00-01 Door Synoptic Display	С	1	0			
-11-01 Main Entry Doors/Slides						
-11-01-01 Passenger	A	-	-	slide n a) b) c)	a placard stating that the do inoperative shall be placed a inoperative door, Emergency exit sign and flo lights associated with the incomust be covered to obscure lights, Passengers must be briefed affected door,	re fully r passenger or rope and or is across the or proximity operative exit the sign and

U.S. DEPARTMENT OF TRANSPOR	TATION	1		
FEDERAL AVIATION ADMINISTRAT	ION		MASTER MINIMUM E	QUIPMENT LIST
AIRCRAFT:			REVISION NO: 18b	PAGE:
BOEING B-777			DATE: 06/13/2012	52-2
SYSTEM & TEM	2. N	NUMBER II	NSTALLED	
SEQUENCE ITEM		3. NUM	BER REQUIRED FOR DISPA	тсн
NUMBERS		4.	REMARKS OR EXCEPTION	NS .
52 DOORS				
-11-01 Main Entry Doors/Slides (Cont'd)				
-11-01-01 Passenger (Cont'd)			f) All passenger seats halfwexit in each direction from door, across the entire wide airplane, shall be blocked conspicuous tapes or rope with the airplane interior be passengers. Only the sea areas shall be blocked; maisles, cross aisles and executed and provided the passengers of the blocked. (For an inforward door/side, the blocked area shall extend from the end, rearward to a line had the inoperative forward doeset of doors aft of the inoperative rear does blocked seating area shall forward from the aft cabin halfway between the inoperative one), g) Conspicuous signs and pleased in appropriate local indicate seats are not to be passengers, sh) Seated capacity must not capacity of remaining pair for extended overwater of occupancy shall not exceed the side remaining slide/rafts, or the overload capacity of the slide remaining after loss of one slide/raft of greatest capacity least, attinued)	of the inoperative of the off with es that contrast refore loading its in these ain passenger with areas must operative of cked seating is forward cabin of the inor and the next operative one. For sold in the erative one or and the next operative one of sold in the erative door forward of the inor according to the inor according to the inor according to the inor according to the inormal of the
		(Cor	itinued)	

U.S. DE	PARTMENT OF TRANS	SPOR	TATIO	N	MASTER MINIMUM EQUIPMENT LIST
FEDER/	AL AVIATION ADMINIS	TRATI	ION		
AIRCRA	FT: BOEING B-	777			REVISION NO: 18b PAGE:
	BOLING B-	111			DATE: 06/13/2012 52-3
SYSTEM	1 &	1.	2.	NUME	BER INSTALLED
SEQUE	NCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	RS				4. REMARKS OR EXCEPTIONS
52 DOC	ORS				
-11-01	Main Entry Doors Slide/Rafts (Cont'd)				
-11-01-	01				
	Passenger (Cont'd)				<ul> <li>j) Blocked seating layouts and evacuation procedures must be developed and approved by the FAA certificate holding office for inclusion in the operator's manual, and</li> <li>k) Repairs are made within one flight day.</li> </ul>
					NOTE 1: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed.
					NOTE 2: Cabin attendants may be stationed in the vicinity of each door within blocked areas.
					NOTE 3: A door with an inoperative EPAS must be considered inoperative.
-11-01-	02				
	777F	С	2	1	One door/slide may be inoperative or slide missing.
-11-02	Main Entry Doors Pressure Stop Assemblies	C	-	-	<ul> <li>(M)(O) One forward or aft stop per door (total of 8 stops per –200 airplane, or 10 stops per –300 airplane, or 2 stops per 777F) may be missing or inoperative provided: <ul> <li>a) There are no visible defects on remaining stops for the affected door(s),</li> <li>b) Both cabin altitude auto controllers operate normally,</li> <li>c) For inoperative or missing pressure stops 1, 2, 7 and 8, limit maximum cabin differential pressure to 2.5 psi, and</li> <li>d) For inoperative or missing pressure stops 3, 4, 5 and 6, limit maximum cabin differential pressure to 5.4 psi.</li> </ul> </li> </ul>

U.S. DEF	PARTMENT OF TRANS	POR	ΓΑΤΙΟ	MASTER MINIMUM EQUIPMENT LIST	
FEDERA	L AVIATION ADMINIST	RATI	ON		WASTER WINNING EQUITMENT EIGT
AIRCRAI	FT: BOEING B-7	77			REVISION NO: 18b PAGE:
	BOLING B-7	,,			DATE: 06/13/2012 52-4
SYSTEM	1&	1.	2.	NUME	BER INSTALLED
SEQUEN NUMBER				3.	NUMBER REQUIRED FOR DISPATCH
NOWIDE					4. REMARKS OR EXCEPTIONS
52 DOO	RS				
-11-03	Main Entry Doors Hold-Open Mechanisms				
-11-03-0	)1				
	-200/-200ER/-200LR	С	8	4	
-11-03-0	)2				
	-300/-300ER	С	10	6	May be inoperative provided doors 3L and 3R hold-open mechanisms operate normally.
-11-03-0	03				
	777F	С	2	1	
-11-04	Main Entry Doors Hold-Open Release Handles				
-11-04-0	)1				
	-200/-200ER/-200LR	С	8	4	
-11-04-0	02 -300/-300ER				
-11-04-0	02-01 Doors 1L, 1R, 2L, 2R, 4L, 4R, 5L and 5R	С	8	4	
-11-04-0	02-02 Doors 3L and 3R	С	2	1	One may be inoperative provided supplemental raft is not installed in the associated door bustle.
-11-04-0	03 777F	С	2	1	

U.S. DEPARTMENT OF TRANSPORTATION						
FEDERAL AVIATIO				MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	TA ADMINIOTRAT	1011		REVISION NO: 18b PAGE:		
7 (3.7.7 1.	BOEING B-777					
	1.	2.	NII INAE	DATE: 06/13/2012 52-5 BER INSTALLED		
SYSTEM & SEQUENCE	ITEM	۷.		NUMBER REQUIRED FOR DISPATCH		
NUMBERS			J.	4. REMARKS OR EXCEPTIONS		
52 DOORS				TO THE MARKET THE TOTAL TH		
-11-05 Main Entry Flight Loc						
-11-05-01						
Passenge	r C	-	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Each affected door is verified to be capable of being unlatched and opened before each departure, and</li> <li>b) A person employed by the operator is designated to monitor the affected door handle(s) when cabin differential pressure is less than 1.5 psi.</li> </ul>		
-11-05-02						
777F	С	2	0	(M) May be inoperative provided each affected door is verified to be capable of being unlatched and opened before each departure.		
-32-01 Main Deck Door (777						
-32-01-01						
Electric)	or Lift C Manual and	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) An alternate procedure is used to close the door, and</li> <li>b) Door is verified closed, latched and locked before each departure.</li> </ul>		
-32-01-02 Cargo Doo Hook/Lato (Electric)		1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Manual function operates normally,</li> <li>b) There is no damage to hook/latch mechanism,</li> <li>c) There is no damage to lock mechanism,</li> <li>d) An alternate procedure is used to latch the door, and</li> <li>e) Door is verified closed, latched and locked before each departure.</li> </ul> </li> <li>(Continued)</li> </ul>		

U.S. DE	PARTMENT OF TRANS	POR	ΓΑΤΙΟ	N	NAA OTED NAININALINA EOLUDNAENT LIOT					
FEDERA	AL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	FT: BOEING B-7	777			REVISION NO: 18b PAGE:					
			<u> </u>		DATE: 06/13/2012 52-6					
SYSTEM	11 - 11	1.	2.							
SEQUEI NUMBE				3.	NUMBER REQUIRED FOR DISPATCH					
52 DOC	NDS				4. REMARKS OR EXCEPTIONS					
32 DOC	NO									
-32-01	Main Deck Cargo Door (777F) (Cont'd)									
-32-01-	03									
	Cargo Door Lock System (Electric)	С	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Manual function operates normally,</li> <li>b) There is no damage to hook/latch mechanism,</li> <li>c) There is no damage to lock mechanism,</li> <li>d) An alternate procedure is used to lock the door, and</li> <li>e) Door is verified closed, latched and locked before each departure.</li> </ul> </li> </ul>					
-32-02	Main Deck Cargo Door Control Panel Lights (OPENED, CLOSED, LATCHED, UNLOCKED, LOCKED & ARMED) (777F)	С	12	0	(M) May be inoperative provided the main deck cargo door is verified to be closed, latched and locked before each departure.					
-32-03	Main Deck Cargo Door (MDCD) Camera and Monitoring System (777F)				Revision 17 moved dispatch relief for this equipment to item 25-20-1.					
-34-01	Forward Cargo Door Hook/Latch System (Electric Mode)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Manual mode operates normally,</li> <li>b) There is no damage to the hook/latch mechanism, and</li> <li>c) Door is manually latched and locked using the maintenance manual procedure.</li> </ul>					

FFDFR4	PARTMENT OF TRANS AL AVIATION ADMINIST			I V	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:				REVISION NO: 18b PAGE:				
	BOEING B-7	777			DATE: 06/13/2012 52-7				
SYSTEN	/I & ITEM	1.	2.	NUM	BER INSTALLED				
SEQUEI NUMBE	NCE			3. NUMBER REQUIRED FOR DISPATCH					
F0 D00	NDC		-		4. REMARKS OR EXCEPTIONS				
52 DOC	JK5		İ	l I					
-34-02	Forward Cargo Door Lift System (Electric Mode)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Manual mode operates normally,</li> <li>b) There is no damage to the door lift system, and</li> <li>c) Door is manually closed, latched and locked using the maintenance manual procedure.</li> </ul>				
-34-03	Forward Cargo DOOR LATCHED Light	С	1	0	(M) May be inoperative provided the forward cargo door is verified to be closed, latched and locked before each departure.				
-35-01 ***	Aft Small Cargo Door Lift/Latch System	С	1	0	(M) May be inoperative provided the associated door is verified to be closed, latched and locked before each departure.				
-35-01-	01								
	Electric Mode	С	1	0	May be inoperative provided manual mode operates normally.				
-35-02 ***	Aft Small Cargo Door Hinge System (Electric Mode)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Manual mode operates normally,</li> <li>b) There is no damage to the hinge system, and</li> <li>c) Door is manually operated using the maintenance manual procedure.</li> </ul>				
-35-03 ***	Aft Small Cargo DOOR LATCHED Light	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Aft small cargo door indication system operates normally, and</li> <li>b) Aft small cargo door is verified to be closed and latched before each departure.</li> </ul>				
-36-01	Bulk Cargo Door Counterbalance Mechanism	С	1	0	(M) May be inoperative provided a safety hold open device is used when door is in the open position.				

U.S. DEI	PARTMENT OF TRANS	POR <sup>*</sup>	TATIO	MASTER MINIMUM EQUIPMENT LIST	
FEDERA	AL AVIATION ADMINIST	RAT	ION		
AIRCRA	FT: BOEING B-7	777			REVISION NO: 18b PAGE:
			1		DATE: 06/13/2012 52-8
SYSTEM	1& ITEM	1.	2.	NUME	BER INSTALLED
SEQUE! NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
52 DOC	PRS				
-37-01 ***	Aft Large Cargo Door Hook/Latch System (Electric Mode)	С	1	0	(M) May be inoperative provided:  a) Manual mode operates normally,  b) There is no damage to the hook/latch mechanism, and  c) Door is manually latched and locked using the maintenance manual procedure.
-37-02 ***	Aft Large Cargo Door Lift System (Electric Mode)	С	1	0	(M) May be inoperative provided:  a) Manual mode operates normally, b) There is no damage to the door lift system, and c) Door is manually closed, latched and locked using the maintenance manual procedure.
-37-03 ***	Aft Large Cargo DOOR LATCHED Light	С	1	0	(M) May be inoperative provided the aft large cargo door is verified to be closed, latched and locked before each departure.
-51-01 ***	Flight Deck Door Lock Automatic System (Not FAR 25.795 Compliant)				
-51-01A		С	1	0	(M) May be inoperative provided:  a) Door automatic locking electric solenoid is deactivated in the extended position, and  b) Door is verified to lock and unlock manually.
-51-01E	3	С	1	0	May be inoperative provided supplemental flight deck door security device is installed and operates normally.
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U.S. DEPARTMENT OF TR			MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADM	INISTRAT	ION		
AIRCRAFT: BOEIN	G B-777			REVISION NO: 18b PAGE:
		_		DATE: 06/13/2012 52-9
SYSTEM &	1.	2.	NUM	BER INSTALLED
SEQUENCE ITEM NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
NOMBERO				4. REMARKS OR EXCEPTIONS
52 DOORS				
51-02 Boeing Enhanced Flight Deck Secur Door Automatic Locking System ( 25.795 Compliant (Passenger)	rity FAR	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Automatic locking system is deactivated,</li> <li>b) Door dead bolt operates normally and is used to lock the door,</li> <li>c) Alternate procedures are established and used for locking and unlocking the door using the dead bolt, and</li> <li>d) Repairs are made within two flight days.</li> </ul>
-51-02-01 Flight Deck Acces System (Keypad, Door Chime)	ss B	1	0	(M)(O) May be inoperative provided:  a) Keypad is deactivated, and b) Alternate procedures are established and used.
-51-02-01-01				
LEDs	С	3	0	(O) May be inoperative provided alternate procedures are established and used.
-51-02-01-02				
*** Door Bell Mode	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
-51-02-01-03				
Switch Guard	С	1	0	May be inoperative or missing provided the flight deck door LOCK FAIL light operates normally.
-51-02-02				
Flight Deck Door LOCK FAIL Light	В	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.
-51-02-03				
Flight Deck Door AUTO UNLK Ligh	B nt	1	0	(M) May be inoperative provided:         a) Automatic lock controls are verified to operate normally, and         b) Door chime operates normally.
				(Continued)

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U.S. DEF	PARTMENT OF TRANS	POR <sup>-</sup>	TATIO	N	MASTER MINIMUM EQUIPMENT LIST
	L AVIATION ADMINIST	RAT	ION		
AIRCRAI	FT: BOEING B-7	777			REVISION NO: 18b PAGE:
	2020 5 7		1		DATE: 06/13/2012 52-10
SYSTEM	1 & ITEM	1.	2.	NUME	BER INSTALLED
SEQUEN NUMBER	NCE			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
52 DOO	RS				
51-02	Boeing Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant) (Passenger) (Cont'd)				
-51-02-0	)4				
	Flight Deck Door Lock Control Selector	В	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Keypad is deactivated,</li> <li>b) Automatic lock is verified to operate normally, and</li> <li>c) Alternate procedures are established and used.</li> </ul>
-51-02-0	)5				
	Pressure Rate-of- Change Sensing Module	Α	1	0	(M) May be inoperative provided:     a) Pressure sensing module is deactivated, and     b) Repairs are made within two flight days.
-51-03	Boeing Enhanced Flight Deck Security Door Dead Bolt (FAR 25.795 Compliant) (Passenger)	С	1	0	May be inoperative provided automatic lock controls operate normally.
-51-04 ***	JAMCO Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant)	С	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Automatic locking system is deactivated,</li> <li>b) Mechanical catch (latch) pin lock</li> <li>operates normally and is used to lock the door, and</li> <li>c) Alternate procedures are established and used for locking and unlocking the flight deck door using the mechanical catch (latch) pin lock.</li> </ul> </li> <li>(Continued)</li> </ul>

	PARTMENT OF TRANS AL AVIATION ADMINIST			IN	MASTER MINIMUM EQUIPMENT LIST
AIRCRA					REVISION NO: 18b PAGE:
	BOEING B-7	777			DATE: 06/13/2012 52-11
		1.	2.	NIIME	IBER INSTALLED
SYSTEN SEQUEI	11 - 11	١.	۷.	<b>-</b>	NUMBER REQUIRED FOR DISPATCH
NUMBE				0.	4. REMARKS OR EXCEPTIONS
52 DOC	DRS				4. KEWAKKO OK EXOLI HONO
-51-04 ***	JAMCO Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant) (Cont'd)				
-51-04-	01				
	Door Automatic Locking Solenoids	С	2	1	One may be inoperative provided the remaining locking solenoid operates normally.
-51-04-	02 Door Warning System				
-51-04-	02-01				
***	Speakers	С	2	1	(M)(O) One may be inoperative provided remaining speaker is verified to operate normally once each flight day.
-51-04-	02-02				
***	LED (Green Indicator Lights)	С	2	0	
-51-04-	02-03				
	Aural Warning System	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Door AUTO UNLK light is verified to operate normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul>
					(Continued)

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AIRCRA		IKAII	ION		REVISION NO: 18b PAGE:
,	BOEING B-	777			
					DATE: 06/13/2012 52-12
SYSTEM	11 - 1/1	1.	2.	<del></del>	BER INSTALLED
SEQUE! NUMBEI				3.	NUMBER REQUIRED FOR DISPATCH
50 000	.DO				4. REMARKS OR EXCEPTIONS
52 DOO	PKS				
-51-04 ***	JAMCO Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant) (Cont'd)				
-51-04-0	03 Door Control Panel				
-51-04-0 ***	03-01 Door LOCK FAIL	С	1	0	(M) May be inoperative OFF provided automatic
	Light	C	'	0	lock controls are verified to operate normally.
-51-04-0	03-02				
***	Door AUTO UNLK Light	С	1	0	<ul> <li>(M)(O) May be inoperative OFF provided:</li> <li>a) Automatic lock controls are verified to operate normally,</li> <li>b) Aural warning system operates normally, and</li> <li>c) Alternate procedures are established and used.</li> </ul>
-51-04-0	03-03				
***	Door HARD LOCK Light	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Automatic lock controls are verified to operate normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul>
-51-04-0	03-04				
***	Door UNLKD Switch/UNLK Switch Position	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Door can be opened manually from the flight deck,</li> <li>b) Remaining automatic lock controls are verified to operate normally, and</li> <li>c) Alternate procedures are established and used.</li> </ul>
					(Continued)

	PARTMENT OF TRANSI AL AVIATION ADMINIST			N	MASTER MINIMUM EQUIPMENT LIST
AIRCRA					REVISION NO: 18b PAGE:
,	BOEING B-7	77			
			l _		DATE: 06/13/2012 52-13
SYSTEN		1.	2.	_	BER INSTALLED
SEQUE!	NCE			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
52 DOC	DRS				
-51-04 ***	JAMCO Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant) (Cont'd)				
-51-04-	03				
	Door Control Panel (Cont'd)				
-51-04-	03-05				
***	Door UNLKD Light	С	1	0	<ul> <li>(M)(O) May be inoperative provided:         <ul> <li>a) Automatic lock controls are verified to operate normally, and</li> <li>b) Aural warning system operates normally.</li> </ul> </li> </ul>
-51-04-	03-06				
***	Door EMRG ENTRY ACTIVE Light	С	1	0	(M) May be inoperative provided the door aural warning system is verified to operate normally.
-51-04-	03-07				
***	Door OPEN Light	С	1	0	(M)(O) May be inoperative provided automatic lock controls are verified to operate normally.
-51-04-	04				
***	FLIGHT DECK DOOR Warning/Caution Light	С	1	0	
-51-04-	05				
	Cabin Pushbutton Entry Pad/Keypad	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
-51-04-	05-01				
***	Keypad Indicator Lights	С	3	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Keypad is verified to operate normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul>

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FEDERAL AVIATION ADMINISTRAT	ΓΙΟΝ							
AIRCRAFT: BOEING B-777			REVISION NO: 18b PAGE:					
BOEING B 111			DATE: 06/13/2012 52-14					
SYSTEM &	2.	2. NUMBER INSTALLED						
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH					
NOWBERS			4. REMARKS OR EXCEPTIONS					
52 DOORS								
-51-05 JAMCO Flight Deck C  *** Security Door Mechanical Catch (Latch) Pin Lock (FAR 25.795 Compliant)	1	0	(M) May be inoperative provided automatic locking system operates normally.					
-51-06 Flight Deck Door Viewing Port (Passenger)								
-51-06-01								
Without Electronic A Visual Surveillance System	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Repairs are made within three flight days.</li> </ul>					
-51-06-02								
With Electronic Visual Surveillance System								
-51-06-02A A	1	0	(O) May be inoperative provided:     a) Alternate procedures are established and used, and     b) Repairs are made within three flight days.					
-51-06-02B C	1	0	(O) May be inoperative provided:     a) A flight deck door visual surveillance system is installed and operates normally, and     b) Alternate procedures are established and used.					

U.S. DEPARTMENT OF TRAN	SPOR	ΓΑΤΙΟ	N	MASTER MINIMUM EQUIPMENT LIST					
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AIRCRAFT: BOEING B	-777		REVISION NO: 18b PAGE:						
BOLINO B	,,,			DATE: 06/13/2012 52-15					
SYSTEM &	1.	2.	NUMBER INSTALLED						
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH					
				4. REMARKS OR EXCEPTIONS					
52 DOORS									
-71-01 Door Indication Systems	С	-	0	(M) May be inoperative provided associated door is verified closed, latched and locked before each departure.					
-71-02 Main Entry Door  *** Status Annunciation and Alerting Systems (Flight Attendant)									
-71-02A	С	-	0	(O) May be inoperative provided alternate procedures are established and used.					
-71-02B	D	-	0	May be inoperative provided procedures do not require their use.					

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FEDERAL AVIA	TION ADMINISTRAT	ION			WASTER WIINIWO	N EQUIPMENT LIST
AIRCRAFT:	BOEING B-777				REVISION NO: 18b	PAGE:
	BOEING B-777				DATE: 06/13/2012	56-1
SYSTEM &	1.	2.	NUM	BER IN	STALLED	
SEQUENCE NUMBERS	ITEM		3.	NUME	ER REQUIRED FOR DIS	PATCH
NUMBERS				4.	REMARKS OR EXCEPTI	ONS
56 WINDOWS						
-11-01 Flight I Indicati (Side -	Deck Window C ion Systems No. 2)	2	0			
		1		ı		

	PARTMENT OF TRANS AL AVIATION ADMINIST			N	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:				REVISION NO: 18b PAGE:
	BOEING B-	777			DATE: 06/13/2012 73-1
SYSTEN	1 &	1.	2.	NUME	BER INSTALLED
SEQUE! NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
73 ENG	INE FUEL AND CONTR	ROL			
-21-01	Engine Idle Selection Systems	С	2	0	(O) May be inoperative provided appropriate performance adjustments are applied.
-21-02	Electronic Engine Controls (EEC) Normal Mode				
-21-02-					
	PW	С	2	0	<ul> <li>(O) Normal (NORM) mode may be inoperative provided:</li> <li>a) Both engines are operated in the alternate (ALTN) mode, and</li> <li>b) Appropriate performance adjustments are applied.</li> </ul>
-21-02-					
	GE	В	2	0	<ul> <li>(O) Normal (NORM) mode may be inoperative provided: <ul> <li>a) Both engine are operated in the alternate (ALTN) mode,</li> <li>b) LPT Turbine Case Cooling Air Flow Systems on both engines operate normally,</li> <li>c) Except for GE90-100 series, engine antice valve may not be inoperative open, and</li> <li>d) For GE90-100 series, autothrottle system operates normally.</li> </ul> </li> </ul>
-21-02-	03 RR	С	2	0	<ul> <li>(O) Normal (NORM) mode may be inoperative provided: <ul> <li>a) Both engines are operated in the alternate (ALTN) mode,</li> <li>b) N2 indication on affected engine operates normally, and</li> <li>c) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>

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FEDERA	AL AVIATION ADMINIST	RATI	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCRA					REVISION NO: 18b PAGE:
	BOEING B-7	777			DATE: 06/13/2012 73-2
SYSTEM & 1.			2.	NUME	BER INSTALLED
SEQUE	NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	KS .				4. REMARKS OR EXCEPTIONS
73 ENG	INE FUEL AND CONTR	OL	ļ		
-21-03	Electronic Engine Controls (EEC) NORM/ALTN Mode Lights	С	2	0	(M) May be inoperative provided associated switches are verified to operate normally.
-21-04	EEC C1 Faults	Α	2	0	May be dispatched with C1 faults provided repairs are made in accordance with times established by engine manufacturer.
-21-05	Turbine Overspeed Systems (RR)	С	2	1	
-21-06	Engine Fuel Shutoff Valve Indication Systems	С	2	1	(M) One may be inoperative provided the associated valve is verified to operate normally each flight day.
-21-07	Engine Thrust Control Malfunction Accommodation (TCMA) Functions (GE90-100 Series)	С	2	1	
-31-01	Fuel Flow Indications	C	2	1	One may be inoperative provided:  a) Flight deck fuel tank quantity indicating systems operate normally, and b) Flight remains within 180 minutes of landing at a suitable airport.

U.S. DEPARTMENT OF TRANSPO		N	MASTER MINIMUM EQUIPMENT LIST				
FEDERAL AVIATION ADMINISTRA	ATION						
AIRCRAFT: BOEING B-777	7		REVISION NO: 18b PAGE:				
DOEING D-111	<i>'</i>		DATE: 06/13/2012 73-3				
	1. 2.	NUMBER INSTALLED					
SEQUENCE ITEM		3.	NUMBER REQUIRED FOR DISPATCH				
NUMBERS			4. REMARKS OR EXCEPTIONS				
73 ENGINE FUEL AND CONTROL	L						
-34-01 Engine Fuel Filter Bypass Warning Systems							
-34-01-01 PW & RR	C 2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) It is verified that the malfunction is in the alerting system, and</li> <li>b) Fuel is drained from filter plug and checked for contaminants before each departure.</li> </ul>				
-34-01-02 GE (	C 2	1	(M) One may be inoperative provided fuel is drained from filter plug and checked for contaminants before each departure.				

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FEDERAL AVIATI	ON ADMINISTRA	TION								
AIRCRAFT:				REVISION NO: 18b	PAGE:					
	BOEING B-777				DATE: 06/13/2012	74-1				
SYSTEM &	1.	2.	NUMI	NUMBER INSTALLED						
SEQUENCE	ITEM		3.	NUMB	ER REQUIRED FOR DISPATO	CH				
NUMBERS										
74 IGNITION										
		ļ	}							
-00-01 Ignition S	Systems									
-00-01A	В	4	3		may be inoperative provided as e anti-ice system operates nor					
-00-01B	В	4	3	engin	may be inoperative provided as e anti-ice system is inoperative ivated open.	sociated with valve				
				deaci	ivated open.					

	PARTMENT OF TRANS AL AVIATION ADMINIST			'IN		MASTER MII	NIMUM EQU	IPMENT LIST		
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7.111.011.7	777									
				N 11 18 41	DED INC	DATE: 06/13/20	12	75-1		
SYSTEN SEQUE	11 - 11	1.	2.							
NUMBE				3.				1		
75 BLEI	ED VID				4. F	REMARKS OR EX	CEPTIONS			
75 DEL				   	ļ					
-10-01	DELETED (Low Pressure Compressor (LPC) Anti-Ice (AI) Valve (GE90-115B))				Revisi	on 18 deleted item				
-23-01	Nacelle Zone Ventilation Valves (PW)	С	2	0	(M) Ma	ay be inoperative lo	ocked open.			
-23-02 ***	Core Compartment Cooling Valves (GE)	С	2	0	(M) Ma	ay be inoperative lo	ocked open.			
-23-03	DELETED (Engine Air Cooled Air Cooler (ACAC) valves (RR))				Revisi	on 15 deleted item				
-24-01	Turbine Case Cooling Air Flow Systems (PW & GE)									
-24-01-	01									
	PW									
-24-01-	01-01									
	HPT Systems	С	2	0	turbine	May be inoperative case cooling air vased position.				
-24-01-										
	LPT Systems	С	2	0	a)	May be inoperative Associated turbing is deactivated in Appropriate perfeare applied.	ne case cooling the closed po	sition, and		
					(Conti	nued)				

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FEDERAL AVIATION ADMINISTRAT			MASTER MINIMUM EQUIPMENT LIST					
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SYSTEM & TEA	2.							
SEQUENCE ITEM		3.	NUMBER REQUIRED FOR DISPATCH					
NUMBERS			4. REMARKS OR EXCEPTIONS					
75 BLEED AIR								
-24-01 Turbine Case Cooling Air Flow Systems (PW & GE) (Cont'd)								
-24-01-02 GE								
-24-01-02-01								
LPT Systems C	2	0	(M)(O) May be inoperative provided:  a) Associated LPT ACC valve is locked in the closed position, and  b) Both EECs operate in the normal mode.					
-24-02 Turbine Cooling Air Systems (PW)								
-24-02A C	2	1	(M) One may be inoperative provided associated Turbine Vane and Blade Cooling (TVBC) air shutoff valves are deactivated in the open position.					
-24-02B C	2	0	(M)(O) May be inoperative provided Turbine Vane and Blade Cooling (TVBC) air shutoff valves are deactivated in the open position.					
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U.S. DEF	PARTMENT OF TRANS	SPOR	ΓΑΤΙΟ	N	MASTER MINIMUM EQUIPMENT LIST				
FEDERA	L AVIATION ADMINIS	TRATI	ON		IVIAGTEIX IVIIINIIVIOIVI EQUIFIVIENT LIST				
AIRCRA	FT: BOEING B-	777			REVISION NO: 18b PAGE:				
	BOLING B-	111			DATE: 06/13/2012 77-1				
SYSTEM	1 &	1.	2.	NUME	BER INSTALLED				
SEQUEN	ICE ITEM			3.	NUMBER REQUIRED FOR DISPATCH				
NOMBER					4. REMARKS OR EXCEPTIONS				
77 ENG	INE INDICATING								
-11-01	Engine Pressure Ratio Indicating Systems (PW and RR)								
-11-01-0	)1								
	PW	С	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Both engines must be operated in the alternate (ALTN) mode, and</li> <li>b) Appropriate performance adjustments are applied.</li> </ul>				
-11-01-0	)2								
	RR	С	2	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) N2 indication on affected engine operates normally,</li> <li>b) Both engines must be operated in the alternate (ALTN) mode, and</li> <li>c) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>				
-12-01	N2 Tachometer Systems (RR)	В	2	1	One may be inoperative provided EPR and Fuel Flow operate normally.				
-21-01	Pyrometer Exhaust Gas Temperature (EGT) Indication System (GE Except GE90-100 Series)	С	2	0	(M) May be inoperative provided:         a) Inoperative EGT pyrometer indication system is deactivated, and         b) Associated engine EGT indications are verified to be normal.				
-22-01	Engine Turbine Overheat Sensors (RR)	С	4	2	One per engine may be inoperative.				
-31-01	Engine Vibration Monitor Systems	С	2	1					

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FEDERAL AVIATION ADMINISTI			. 1	MASTER MINIMUM EQUIPMENT LIST					
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BOEING B-7	77			DATE: 06/13/2012 78-1					
SYSTEM &	1.	2.	NUMBER INSTALLED						
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH					
				4. REMARKS OR EXCEPTIONS					
78 ENGINE EXHAUST									
-31-01 Thrust Reversers									
-31-01-01									
-200/-200ER/-300	С	2	1	<ul> <li>(M) One may be inoperative provided: <ul> <li>a) Both sync locks are verified in the locked position,</li> <li>b) One locking actuator on each sleeve is verified in the locked position, and</li> <li>c) Inoperative reverser is secured in the forward thrust position.</li> </ul> </li> </ul>					
-31-01-02 -200LR/-300ER/777F	С	2	1	(M)(O) One may be inoperative provided:  a) Both sync locks are verified in the locked					
				position, b) One locking actuator on each sleeve is verified in the locked position, c) Inoperative reverser is secured in the forward thrust position, and d) Appropriate performance adjustments are applied.					
-34-01 Reverse Thrust Lever Interlocks									
-34-01-01 -200/-200ER/-300	С	2	1	One may be inoperative released or retracted.					
-34-01-02 -200LR/-300ER/777F									
-34-01-02A	С	2	1	One may be inoperative released.					
-34-01-02B	С	2	1	(O) One may be inoperative retracted provided appropriate performance adjustments are applied.					

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FEDERAL AVIATION ADMINISTRAT	ION			IVIASI	EK MIINII	VIUIVI EQU	PMENT LIST
AIRCRAFT: BOEING B-777				REVISION	NO: 1	8b	PAGE:
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SYSTEM & 1.	2.	NUME	BER IN	STALLED			
SEQUENCE ITEM NUMBERS		3.	NUMBI	ER REQUIR	RED FOR	DISPATCH	ł
NOWIDENS			4.	REMARKS	OR EXCE	PTIONS	
78 ENGINE EXHAUST							
-36-01 Reverser Proximity C Sensors	14	12	One p	er engine m	nay be ino	perative.	

FEDER/	AL AVIATION ADMINIST	RATI	ION		MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	FT: BOEING B-7	.77			REVISION NO: 18b PAGE:					
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SYSTEN	1&	1.	2.	NUMI	NUMBER INSTALLED					
SEQUEI NUMBE				3.	NUMBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTIONS					
9 ENG	INE OIL									
-21-01	Engine Air/Oil Heat Exchanger Valves (RR)	С	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated valve is locked in the open position, and</li> <li>b) Appropriate minimum fuel temperature is maintained during flight.</li> </ul>					
-21-02	Engine Fuel/Oil Cooler Bypass Valves (PW)	С	2	0	May be inoperative in the closed position.					
-31-01	Engine Oil Quantity Indicating Systems	A	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) It is verified before each departure that the oil tank is filled to the recommended capacity,</li> <li>b) Oil consumption is within limits, and</li> <li>c) Repairs are made within three flight days.</li> </ul>					
-35-01	Engine Oil Filter Bypass Warning Systems									
-35-01-										
	PW	С	2	1	(M) One may be inoperative provided associated master chip detector is checked for contaminants before each departure.					
-35-01-										
	GE	С	2	1						
-35-01-	03 RR	С	4	2	<ul> <li>(M) One per engine may be inoperative provided:</li> <li>a) It is verified that the malfunction is in the alerting system, and</li> <li>b) Associated master chip detector is checked for contaminants before each departure.</li> </ul>					

EDERAL AVIAT	TION ADMINIS	TRATI	ION			MASTER MINIMUM E	QUIPMENT LIST		
RCRAFT:					REVISION NO: 18b	PAGE:			
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SYSTEM &			2.	NUM	BER IN	STALLED	l l		
EQUENCE JMBERS	ITEM			3.	NUMB	ER REQUIRED FOR DISPA	TCH		
JIVIDERS					4.	REMARKS OR EXCEPTION	IS		
STARTING									
11-01 Engine	Start Valves	С	2	1		One may be inoperative claste starting procedures are constants.			
11-02 Autosta	art System	С	1	1 0 (O) May be inoperative provided manual start procedures are established and used.					
11-02-01									
	rt Switch n Indication	С	1	0	May to switch	pe inoperative provided enging in is selected ON.	ne autostart		
11-03 Start S Holding System	J/Cutout	С	2	0		lay be inoperative provided and dures are used.	lternate start		